

Sixteenth Annual Report  
of the  
Commissioners  
of the  
State Reservation at Niagara  
Oct. 1, 1898 - Sept. 30, 1899

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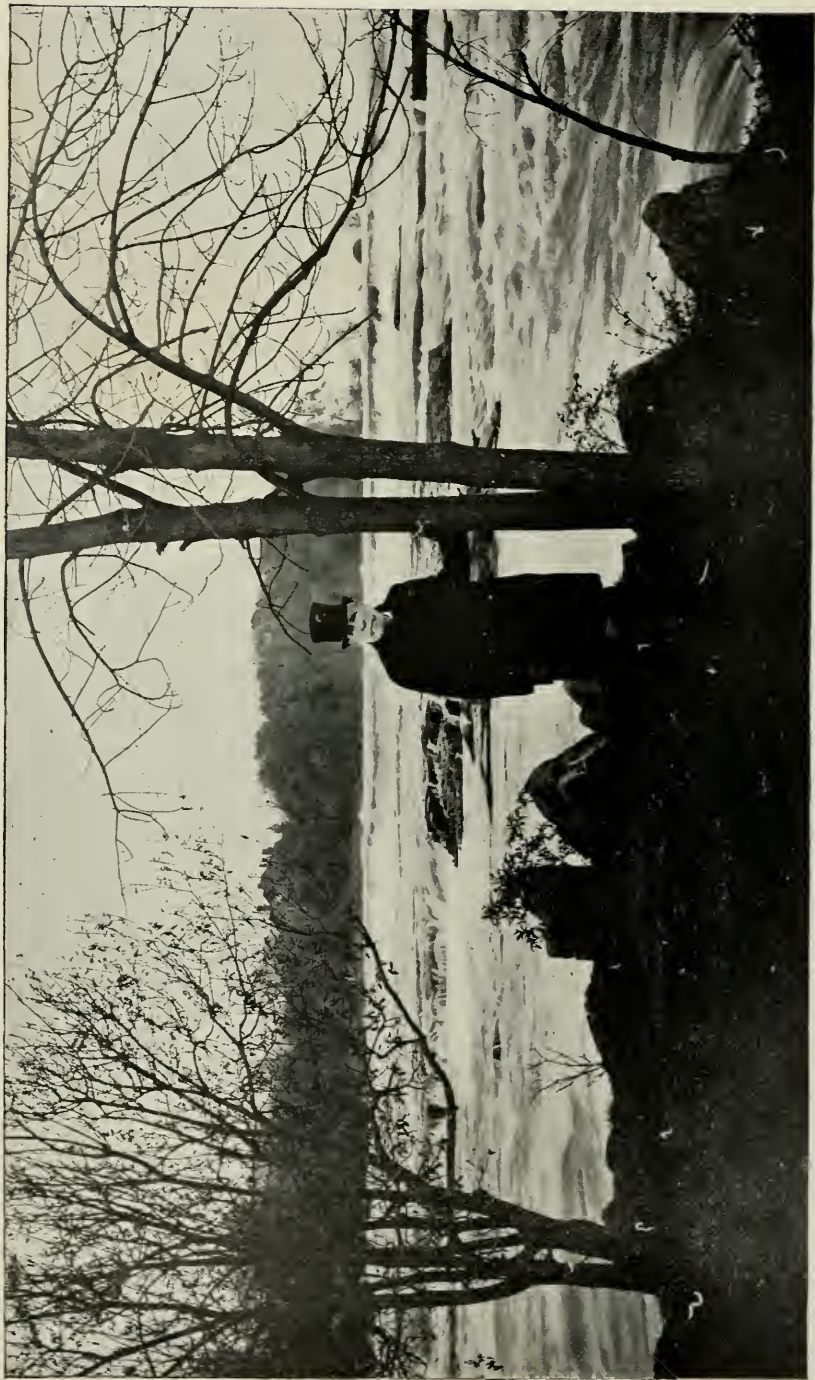


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ANDREW H. GREEN.

Commissioner of the State Reservation at Niagara, 1883-1900. President of the Board of Commissioners, 1888-1900.  
Green Island, November 16, 1898.

# SIXTEENTH ANNUAL REPORT

OF THE

## COMMISSIONERS

OF THE

# State Reservation at Niagara.

FROM OCTOBER 1, 1898, TO SEPTEMBER 30, 1899.

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TRANSMITTED TO THE LEGISLATURE JANUARY 31, 1900.

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# STATE OF NEW YORK.

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No. 40.

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## IN ASSEMBLY,

JANUARY 31, 1900.

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### SIXTEENTH ANNUAL REPORT

OF THE

Commissioners of the State Reservation at Niagara.

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NEW YORK, January 20, 1900.

*To the Honorable the Speaker of the Assembly:*

Sir: I herewith transmit for presentation to the Legislature the sixteenth annual report of the Commissioners of the State Reservation at Niagara, for the fiscal year ended September 30, 1899.

Respectfully yours,

ANDREW H. GREEN,

*President.*

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~~Niagara Falls Historical Society, Inc.~~



# SIXTEENTH ANNUAL REPORT

OF THE

COMMISSIONERS

OF THE

## STATE RESERVATION AT NIAGARA.

FOR THE FISCAL YEAR FROM

OCTOBER 1, 1898, TO SEPTEMBER 30, 1899.

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*Commissioners.*

ANDREW H. GREEN, President.

GEORGE RAINES,	CHARLES M. DOW,
THOMAS P. KINGSFORD,	ALEXANDER J. PORTER.

*Treasurer and Secretary.*

RICHARD F. RANKINE.

*Superintendent.*

THOMAS V. WELCH.





# REPORT.

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*To the Honorable the Legislature of the State of New York:*

The Commissioners of the State Reservation at Niagara, as required by law, submit their report for the fiscal year begun October 1, 1898, and ended September 30, 1899.

During the past year many substantial improvements have been made upon the State Reservation.

The stone arched bridge from Goat Island to the First Sister Island has been completed, the approaches filled and grading and planting done about the bridge, so as to harmonize the structure as much as possible with the surrounding natural conditions.

The bridge is massive, safe and commodious, and in a few years the shrubs and vines, planted about the approaches, will give it a natural and graceful setting, in keeping with the rustic features of the locality.

The channel between the islands above the bridge has been deepened, and a larger volume of water, usual in former years of higher water in the great lakes, obtained, thus restoring the beauty and attractiveness of that part of the Reservation.

This year a new macadam road has been constructed along the rapids from Prospect park to the bridge to the Islands. It furnishes a delightful drive along the rapids, and is one of the works of improvement most appreciated and enjoyed by visitors.

The Loop driveway, in Prospect Park, has also been completed during the year, and now a continuous drive is provided for vis-

itors along the river bank from the bridge to the Islands, to the bridge leading to the Canadian side of the river.

Four more of the old frame buildings have been removed from Prospect park during the year just closed. In all, thirteen frame buildings have been removed from a territory about twelve acres in extent. Perhaps no improvement carried out since the establishment of the Reservation has been so noticeable as that caused by the removal of the parapet wall, the platform at Hennepins view and the frame buildings and the fences at Prospect Park. That part of the Reservation once more presents a grove-like appearance, with vistas commanding views of the rapids and the islands, and views of the Falls and of the gorge of the river, heretofore obscured by numerous unsightly and incongruous buildings. This change has been mainly wrought during the past two years, and the result has been a revelation of beauties of Niagara that have been shut out from visitors by artificial structures for many years.

Another improvement has been made during the past year on the riverway between the Bowlder bridge and the Loop driveway, where the shore in some places was low and marshy, and at others marred by erosions caused by high water and floating ice. Material has been obtained without expense to the State, and a strip of land made from 50 to 100 feet in width, and more than a quarter of a mile long, every part of it commanding fine views of the rapids, the islands and the upper Niagara River. The water's edge has been riprapped with large stones to prevent future erosions.

The old shore line has been substantially restored, and, when viewed from Goat Island, is in keeping with the shore along the rapids, and presents a natural appearance which will continue and improve as time goes by.

The enlargement of the hydraulic canal, adjacent to the Reservation, affords a fortunate opportunity for obtaining the large stones used in riprapping the river shore, without expense except for hauling.

August 16th these improvements were viewed by Governor Roosevelt, who made an official visit to the State Reservation, and on August 24th the works of improvement were examined by Senator Ellsworth, President pro tem. of the Senate; Senator Higgins, chairman of the Finance Committee, and Senator Stranahan.

The details of the works of improvement and maintenance are set forth in the report of the Superintendent, which is appended to this report. It will be seen that the territory planted and laid out with roads and walks that now have to be kept in order is several times as great as formerly, while the appropriation for maintenance has remained the same. As a result, an increased appropriation is desired to keep the grounds in order and the buildings, bridges, stairways and railings in a safe and proper condition.

The plans for a shelter and administration building, for which an appropriation was made at the last session of the Legislature, are being made by the State Architect. The building will be erected in the spring as soon as the weather will permit.

When this shelter building is erected the inclined railway building, which stands near the brink of the Falls in Prospect Park, may be removed. It is inadequate and unsuitable and greatly obstructs the view. It is proposed to replace it by an underground structure for the operation of the inclined railway, which will leave the view of the Falls unobstructed and greatly improve the appearance of the Reservation from Goat Island and the Canadian side of the river.

As the inclined railway cannot be operated by water power at times during the winter season when there are ice jams in the river, it is proposed, when the new underground structure is constructed, to operate the inclined railway by electrical power, which can be obtained free of charge by the Commissioners of the Reservation, as provided by chapter 513 of the Laws of 1892. It is also provided in said law for furnishing water and electricity, for light, free of charge, for the Reservation grounds and buildings, and as an improved system of lighting the grounds and buildings is greatly needed, and an adequate water supply for sprinkling the lawns, the Commissioners are considering the propriety of also availing themselves of these provisions of the law for the benefit of the property of the State.

The estimated cost of constructing an underground station for the operation of the inclined railway, and installing electrical power, and for providing a proper system of electric lighting and an adequate water supply, are included in the estimate of work necessary to be done for the ensuing fiscal year.

The Pan-American Exposition, to be held in Buffalo in 1901, will bring greatly increased numbers of visitors to Niagara.

The State Engineer and Surveyor has been requested to make an examination and report the cost of placing and maintaining the bridges, buildings and other structures in a safe and proper condition.

The work of substituting more commodious and substantial structures for the remaining wooden bridges to the Three Sister Islands should be continued and completed during the coming year.

It will be necessary to make extensive repairs upon the other bridges and upon the inclined railway and the Biddle stairs.

For these reasons the appropriations for maintenance and improvements should be considerably increased for the coming year.

Mr. Henry E. Gregory, treasurer and secretary of the board since 1888, presented his resignation November 21, 1898, and was succeeded February 1, 1899, by Mr. Richard F. Rankine.

The following is an estimate of the work necessary to be done and of the expenses of maintaining said Reservation for the ensuing fiscal year, ending September 30, 1901:

*Construction.*

Underground station for the inclined railway and new structure for covering inclined railway.....	\$15,000 00
Electrical installation for same and lighting.....	5,000 00
System of water pipes for grounds and buildings...	5,000 00
Bridge from First to Second Sister island.....	10,000 00
Bridge to Horseshoe Falls at Terrapin Point.....	1,000 00
Approaches to, and guard railings, Luna island.....	5,000 00
Bridges .....	100,000 00

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*Maintenance.*

Salaries office and traveling expenses.....	\$4,600 00
Reservation police and caretakers .....	5,400 00
Labor .....	15,000 00
Materials, tools, etc.....	15,000 00
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	\$40,000 00

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Estimated receipts from October 1, 1899, to September 30, 1900:

Inclined railway .....	\$6,500 00
Cave of the Winds .....	1,200 00

Ferry and steamboat landing.....	\$300 00
Carriage service .....	100 00
Interest .....	50 00
	<hr/>
	\$8,150 00
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The report of the treasurer for the fiscal year is herewith submitted, showing the receipts and expenditures for maintenance and improvements, the remittances to the State Treasurer, and the classification of the accounts in detail.

From the statement of the remittances to the State Treasurer it will be seen, that the receipts from the inclined railway and rentals, received and paid into the State Treasury, amounts to \$8,563.90—more than one-third of the amount appropriated for the maintenance of the State Reservation during the past fiscal year.

The island between the mainland and Goat Island has been known as Bath Island. In honor of the Hon. Andrew H. Green, who has been a zealous and efficient member of the Board of Commissioners of the State Reservation at Niagara, since its establishment in 1883, and almost continuously the president of the Board, on November 16, 1898, the Commissioners by resolution changed the name of Bath Island to Green Island. As the island is a sloping green lawn, the name of Green Island is doubly appropriate.

Chapter 710 of the Laws of 1889 provides that "the commissioners of the State Reservation at Niagara, by and with the consent of the commissioners of the land office, may construct, without expense to the state, street railroad tracks, upon and along that part of the riverway, so called, between Falls and Niagara streets, in the city of Niagara Falls, and in their dis-



cretion may grant revocable licenses, to street surface railroad companies, to use such tracks, upon such terms as said commissioners may prescribe."

A petition having been received from the several local street surface railroad companies for the construction of such a track in that portion of the riverway, the subject was referred to a special committee consisting of Commissioners Dow, Kingsford and Raines, to carefully examine into the matter and report. September 1st, a report in favor of the construction of such a track was submitted and adopted, President Green dissenting. An opinion by the Hon. Frank W. Stevens, upon the legal questions involved, was submitted and approved.

September 23d, a revocable license, as provided by law, was granted to the Niagara Falls and Suspension Bridge Railway Company to use such track, as provided in chapter 710, Laws of 1899. The report of the special committee, the legal opinion and the revocable license and agreement in the matter are hereto appended.

In the year 1890 a topographical survey of the Falls of Niagara was made under the directions of the State Engineer and Surveyor, and a valuable and exhaustive report submitted. During the ten years that have elapsed since that time, great masses of rock have fallen from the crest of the falls, causing many changes in the contour of the Cataract. The recession of the falls is a subject of great interest to the public, especially to scientists at home and abroad, and it is very desirable that a resurvey should be made during the season of 1900, so as to show the changes of the past ten years, and have recorded the exact form, location and other topographical features of the Cataract, at the close of the nineteenth century.

The estimated cost of the resurvey is included in the estimates for work to be done during the coming fiscal year.

A bill has been introduced in the Congress of the United States providing for the construction of a dam or jetties at the head of the Niagara River, at Lake Erie, in order to raise the level of the water in the great lakes.

As such an obstruction would be liable to diminish the volume of water flowing over the falls, and thus to injure the beauty of the natural scenery of Niagara, which the State of New York has expended its means and exerted its authority to protect, the proposed legislation by Congress is a matter of concern to the Legislature and the people of the State, and to the public generally, at home and abroad. The necessity for legislation upon the subject, if any such necessity exists, is probably due to the excessive diversion of the waters of the great lakes, thus referred to in the previous report of this Commission.

"The volume of the river and cataract at Niagara is of course dependent upon the water supply of the Great Lakes. The Niagara River is but the overflow of Lake Erie, into which flows the waters of the other lakes. The lowering of the level of these lakes would diminish the flow into Lake Erie and reduce the volume of the Niagara River. Any very large withdrawal or diversion of water from one or more of the Great Lakes would scarcely fail to be noticeable in a reduced flow at the cataract.

"The commissioners deem it advisable that the National government be requested to appoint a commission to confer with a Canadian commission as to the means to be devised to prevent any excessive diversion of the waters of the Great Lakes, and to consider the whole subject of the uses and control of these waters and to report its conclusions to Congress, with such recommendations as it may desire to submit.



"Any measure of this kind, which threatens even remotely the investment by the people, for the preservation of the beauty of the natural scenery of Niagara, should be closely questioned. Through the timely and providential intervention of the State, the great cataract once more has a graceful and becoming environment.

"Nearly fifteen 'years' have passed since the establishment of the reservation, and the people of the State have had time to judge of the merits or demerits of the new departure in State policy. It is now evident that the removal of the buildings, toll gates and fences, and allowing free access to Niagara, was a people's movement of the broadest kind.

"The Niagara experiment has shown the wisdom of setting aside great natural features of forest, cataract, mountain and sea-shore, for the common enjoyment of the people.

"The State Reservation will be an ever-increasing source of gratification and enjoyment. The Falls of Niagara are the crowning natural feature of our Commonwealth. As the years go by, the people of the State will appreciate more and more the value of their most noted possession."

Respectfully submitted,

ANDREW H. GREEN,

*President.*

GEO. RAINES,

ALEXANDER J. PORTER,

CHAS. M. DOW,

THOMAS P. KINGSFORD,

*Commissioners of the State Reservation at Niagara.*



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# REPORT OF THE TREASURER

FOR THE

YEAR BEGINNING OCTOBER 1, 1898, AND ENDING SEPTEMBER 30,  
1899.

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## Report of the Treasurer

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1898.

Oct.	1. Balance on hand this date.....	\$134 71
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### *Receipts (Maintenance).*

Oct.	14. Quarterly advance from the State Comptroller .....	\$6,250 00
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1899.

Jan.	23. Quarterly advance from the State Comptroller .....	6,250 00
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April	17. Quarterly advance from the State Comptroller .....	6,250 00
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July	19. Quarterly advance from the State Comptroller .....	6,250 00
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25,000 00

Special appropriation as per Chapter  
606, Laws of 1898:

1898.

Oct.	7. Payment by State Comptrol- ler on account .....	\$1,970 75
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Oct.	11. Payment by State Comptrol- ler on account.....	1,700 00
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Oct.	18. Payment by State Comptrol- ler on account.....	2,017 71
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Oct.	26. Payment by State Comptrol- ler on account.....	565 00
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1898.

Nov.	12.	Payment by State Comptrol- ler on account .....	\$490 61	
Dec.	8.	Payment by State Comptrol- ler on account.....	3,060 12	
Dec.	16.	Payment by State Comptrol- ler on account.....	132 68	
			<hr/>	\$9,936 87
Special appropriation as per Chapter 569, Laws 1899:				

1899.

July	19.	Payment by State Comptrol- ler on account.....	\$1,179 44	
Aug.	5.	Payment by State Comptrol- ler on account.....	1,424 42	
Sept.	9.	Payment by State Comptrol- ler on account.....	739 25	
Sept.	15.	Payment by State Comptrol- ler on account.....	75 50	
			<hr/>	3,418 61

1898.

Nov.	1.	Draft on Bank of Niagara for October receipts .....	\$315 70	
Dec.	1.	Draft on Bank of Niagara for November receipts .....	56 35	

1899.

Jan.	3.	Draft on Bank of Niagara for December receipts .....	28 85	
Feb.	1.	Draft on Bank of Niagara for January receipts .....	85 05	

1899.

March	1.	Draft on Bank of Niagara for February receipts .....	\$501 35	
April	1.	Draft on Bank of Niagara for March receipts .....	69 15	
May	1.	Draft on Bank of Niagara for April receipts .....	54 80	
June	1.	Draft on Bank of Niagara for May receipts .....	272 85	
July	1.	Draft on Bank of Niagara for June receipts .....	549 85	
Aug.	1.	Draft on Bank of Niagara for July receipts .....	1,714 50	
Sept.	1.	Draft on Bank of Niagara for August receipts .....	3,144 05	
Sept.	30.	Draft on Bank of Niagara for September receipts .....	1,746 40	
			<hr/>	\$8,538 90
May	1.	Dividend on deposits in Cata- ract Bank .....		99 22

1898.

Dec.	31.	Interest on balances in Manu- facturers and Traders' Bank .....	\$13 64	
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1899.

March	31.	Interest on balances in Manu- facturers and Traders' Bank .....	14 36	
			<hr/>	28 00

1898.

Dec.	1.	Sales from Reservation.....		25 00
			<hr/>	
		Total .....		\$47,181 31
			<hr/>	

*Expenditures.*

## Abstract CXI.

No. of  
voucher.

1898.

Oct.	11.	1623..Niagara Falls Hydraulic Power Manufacturing Co., electric lighting....	\$50 00
		1624..Walker & Paterson, tools and supplies .....	13 04
		1625..Electric City Ice Co., ice...	13 10
		1626..Irwin Electrical Co., In- clined Railway .....	9 50
		1627..James Davy, stationery....	9 90
Oct.	13.	1628..Alex. J. Porter, Commis- sioner, traveling ex- penses .....	10 00
Oct.	24.	1629..Andrew H. Green, Presi- dent, traveling expenses.	32 70
Nov.	1.	1630..Pay-roll for October.....	1,983 75
		1631..Thomas V. Welch, superin- tendent's office, expenses, etc. ....	49 92
			<hr/> \$2,171 91

## Abstract CXII.

1898.

Nov.	22.	1632..Pay-roll .....	\$403 62
		1633..Thos. E. McGarigle, tools..	43 12
		1634..Grout Electric Co., Inclined Railway. ....	27 50



No. of  
voucher.

1898.

Nov.	22.	1635..Power City Carting Co., buildings . . . . .	\$22 75
		1636..P. J. Davy, buildings . . . . .	26 13
		1637..P. C. Flynn & Son, build- ings, Inclined Railway... .	80 02
		1638..A. C. Kugel, roads . . . . .	1 02
		1639..N. F. Hydraulic Power and Mfg. Co., electric lighting. .	50 00
		1640..Walker & Paterson, tools, buildings. . . . .	14 27
Dec.	1.	1641..H. E. Gregory, treasurer and secretary, office and traveling expenses . . . . .	82 34
		1642..Pay-roll for November . . . . .	1,595 28
		1643..Thomas V. Welch, Superin- tendent, office expenses, etc . . . . .	43 76
	10.	1644..Pay-roll . . . . .	66 00
	31.	1645..H. E. Gregory, Treasurer and Secretary, salary for October, November and December . . . . .	275 00
		1646..Pay-roll for December . . . . .	1,380 08
		1647..Alex. Henschel, clerk, April to December 31 . . . . .	50 00

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 \$4,160 39

## Abstract CXIII.

	No. of voucher.		
1899.			
Jan.	6.	1648.. Thomas V. Welch, superin- tendent, office expenses, etc. . . . .	\$47 36
	25.	1649.. P. J. Davy, plumbing. . . . .	229 75
		1650.. N. F. Hydraulic Power and Mfg. Co., electric lighting	50 00
		1651.. Wm. Young, carting. . . . .	14 10
		1652.. Walker & Paterson, tools and supplies . . . . .	14 35
			<hr/> \$355 56

## Abstract CXIV.

1899.			
Feb.	3.	1653.. Pay-roll for January. . . . .	\$1,195 67
		1654.. Pay-roll, supplemental, Jan- uary . . . . .	447 50
		1655.. H. E. Gregory, treasurer and secretary, salary January . . . . .	91 66
		1656.. H. E. Gregory, treasurer and secretary, office ex- penses . . . . .	24 64
		1657.. H. E. Gregory, treasurer and secretary, commis- sioner, traveling ex- penses . . . . .	61 76
		1658.. James Davy, stationery. . . . .	19 20

		No. of voucher.	
1899.			
Feb.	3.	1659.	Gazette Publishing Co., office ..... \$17 00
		1660.	N. F. Hydraulic Power and Mfg. Co., electric lighting 50 00
		1661.	N. F. Hydraulic Power and Mfg. Co., electric lighting 50 00
		1662.	Walker & Paterson, in- clined railway, tools, buildings ..... 25 26
		1663.	P. J. Davy, buildings, ..... 16 53
	7.	1664.	Thomas V. Welch, superin- tendent, office expenses.. 39 82
	13.	1665.	Thomas V. Welch, superin- tendent, office expenses, February ..... 49 92
		1666.	A. J. Porter, Commissioner, traveling expenses ..... 24 55
	18.	1667.	R. F. Rankine, treasurer and secretary, office and traveling expenses ..... 35 85
March	1.	1668.	R. F. Rankine, treasurer and secretary, salary February ..... 91 67
		1669.	Pay-roll for February..... 1,182 28
		1670.	Thomas V. Welch, superin- tendent, Commissioner's and superintendent's of- fice expenses ..... 49 31



## Abstract CXV.

No. of  
voucher.

1899.

Aprli	4.	1683..Charlotte Haeberle, Inclined	
		Ry. . . . .	\$3 64
		1684..Maloney and McCoy, ice...	50 75
		1685..Wm. S. Humbert, deepening	
		channel . . . . .	3 29
		1686..F. W. Oliver Co., Inclined	
		Ry. . . . .	4 10
		1687..A. J. Porter, commissioner,	
		traveling expenses . . . . .	20 65
	17.	1688..A. J. Porter, commissioner,	
		office furniture . . . . .	90 00
	4.	1689..Pay-roll, deepening channel	106 62
	17.	1690..A. J. Porter, commissioner,	
		traveling expenses . . . . .	23 00
	29.	1691..Pay-roll for April.....	1,796 21
May	2.	1692..Pay-roll, supplemental,	
		April . . . . .	696 19
		1693..N. F. Hydraulic Power and	
		Mfg. Co., electric lighting	50 00
	5.	1694..Wm. S. Humbert, deepening	
		channel . . . . .	3 20
		1695..J. H. Cook & Co., ice.....	2 25
		1696..T. E. McGarigle, Inclined	
		Ry. . . . .	82 08
		1697..Walter Latta, trees.....	15 75
		1698..Walker & Paterson, tools,	
		buildings, Inclined Ry...	21 70
		1699..Braas Bros., buildings.....	182 54

		No. of voucher.		
1899.				
May	5.	1700.	A. J. Porter, commissioner, traveling expenses . . . . .	\$68 16
		1701.	P. C. Flynn and Son, build- ings . . . . .	106 60
		1702.	N. F. Hydraulic Power and Mfg. Co., electric lighting	50 00
		1703.	T. V. Welch, superintend- ent, office expenses . . . . .	36 41
	15.	1704.	Pay-roll, Prospect Park and Goat Island . . . . .	419 14
April	29.	1705.	R. F. Rankine, treasurer and secretary, salary April	83 33
May	11.	1706.	A. J. Porter, commissioner, traveling expenses . . . . .	20 65
	31.	1707.	R. F. Rankine, treasurer and secretary, salary, May	83 33
		1708.	Pay-roll for May . . . . .	1,943 85
June	30.	1709.	Pay-roll for June . . . . .	786 66
			—————	\$6,750 10
July	1.	1710.	R. F. Rankine, treasurer and secretary, salary, June..	\$83 33
		1711.	T. V. Welch, superintend- ent, office expenses . . . . .	46 83
May	13.	1712.	A. J. Porter, commissioner, traveling expenses . . . . .	3 21
July	8.	1713.	P. J. Davy, water pipes, buildings . . . . .	294 32
	10.	1714.	Miller and Brundage Co., damages . . . . .	15 00

		No of voucher.	
1899.			
May	20. 1715..	Wm. S. Humbert, roads....	\$4 49
	31. 1716..	Charlotte Haeberle, Inclined Ry. . . . .	2 60
April	28. 1717..	Charlotte Haeberle, roads..	4 00
June	30. 1718..	N. F. Power and Mfg. Co., electric lighting . . . . .	50 00
April	17. 1719..	Paterson and Grout, In- clined Ry . . . . .	7 80
May	9. 1720..	F. W. Oliver Co., tools.....	13 08
	18. 1721..	Hardwicks & Co., water pipes . . . . .	137 68
	15. 1722..	J. McDonald, coal.....	119 47
July	13. 1723..	Gazette Printing Co., sta- tionery . . . . .	6 00
May	27. 1724..	Gazette Printing Co., super- intendent's office expenses	2 00
	23. 1725..	J. H. Cook & Co., walks...	39 61
	31. 1726..	N. F. Hydraulic Power and Mfg. Co., electric lighting	50 00
	13. 1727..	P. C. Flynn & Son, buildings	139 00
July	18. 1728..	Walker & Paterson, water pipes, tools, buildings, etc.	62 67
	8. 1729.	James Day, superintendent's office expenses . . . . .	16 45
	20. 1730..	National Press Intelligence Co., treasurer's office ex- penses . . . . .	2 90
	31. 1731..	T. V. Welch, superintend- ent, tools, office, commis- sioner's expenses . . . . .	32 57

No. of  
voucher.

1899.

July	31.	1732..	Pay-roll for July.....	\$1,520	14
		1733..	R. F. Rankine, treasurer and secretary, July salary and office expenses .....	86	58
Aug.	9.	1734..	Pay-roll July. supplemental	19	12
				—————	\$2,758 85

## Abstract CXVII.

Sept.	1.	1735..	R. F. Rankine, treasurer and secretary, salary August.	\$83	33
		1736..	Milton C. Johnson & Co., treasurer's office expenses	9	00
		1737..	Pay-roll, August .....	1,601	56
		1738..	Thomas V. Welch, superin- tendent, office expenses..	48	90
		1739..	Wm. S. Humbert, bridges..	6	42
		1740..	Wm. S. Humbert, roads...	3	09
		1741..	Arthur C. Kugel, roads....	16	34
	2.	1742..	N. F. Hydraulic Power and Mfg. Co., electric lighting	50	00
		1743..	N. F. Power and Mfg. Co., electric lighting .....	50	00
		1744..	J. H. Cook & Co., bridges..	24	94
		1745..	P. J. Davy, bridges, iron railings and pipes .....	38	48
		1746..	Globe Ticket Co., Inclined railway .....	45	00
		1747..	Walker & Paterson, tools, buildings and Inclined railway .....	48	89



No. of  
voucher.

1899.

Sept.	2.	1748..Alex. J. Porter, Commis-	
		sioner, traveling expenses	\$11 00
	30.	1749..Pay-roll, September.....	1,126 67
		1750..Thomas V. Welch, super-	
		intendent, office expenses	48 09
		1751..R. F. Rankine, treasurer	
		and secretary, salary, Sep-	
		tember .....	83 33
			————— \$3,295 04

*Payments out of \$15,000, as per chapter 606, Laws of 1898.*

## Series 1. Abstract II.

No. of  
voucher.

Oct.	7.	18..Pay-roll, grading, etc.....	\$1,970 75
	11.	19..W. A. Shepard, First Sister	
		Island bridge .....	1,700 00
	18.	20..Wm. S. Humbert, deepen-	
		ing channel .....	29 55
		21..P. J. Davy, iron railings...	171 16
	22.	Thomas Dunlavey, broken	
		stone .....	32 00
	23.	Timothy Horan, broken	
		stone .....	20 00
	24.	Coleman Nee, broken stone.	35 00
	25.	Braas Bros., repairs.....	49 68
	26.	Braas Bros., carpenter work	163 92
	27.	Braas Bros., signs .....	45 32
	28.	Dobbie Foundry and	
		Machine Co., iron railings	172 50

		No. of voucher.		
1899.				
Oct.	18.	29.	A. C. Kugel, cement.....	\$35 98
		30.	D. Phillips, inspector First	
			Sister Island bridge.....	86 67
		31.	C. Haeberle, stakes.....	3 75
		32.	Conway & Munson, stone..	365 25
		33.	Schumacher & Mayer, car-	
			penter work .....	248 99
		34.	M. F. Saxton & Co., signs..	31 00
		35.	L. B. Ackley, grass sod....	446 58
		36.	R. D. Young, mason's work.	80 36
	26.	37.	Pay-roll, grading and road	
			building .....	565 00
Nov.	12.	38.	Pay-roll, grading and road.	490 61
				————— \$6,744 07

## Series I. Abstract III.

Dec.	S.	39.	Vaux & Emory, Hennepin's	
			view and buildings.....	\$147 50
		40.	D. Phillips, inspector First	
			Sister Island bridge.....	18 75
		41.	L. B. Ackley, grass sod.....	18 00
		42.	P. J. Davy, iron railing.....	99 37
		43.	Conway & Munson, stone....	495 22
		44.	W. S. Humbert, cement.....	23 80
		45.	W. A. Shepard, First Sister	
			Island bridge .....	288 48
		46.	W. A. Shepard, First Sister	
			Island bridge .....	1,894 00

		No. of voucher.	
1899.			
Dec.	8. 47..	Vaux & Emory, First Sister	
		Island bridge .....	\$75 00
	16. 48..	Pay-roll, grading .....	113 98
	49..	W. A. Shepard, deepening	
		channel.....	18 70
			<hr/> \$3,192 80

*Payments out of \$30,000, as per chapter 569, Laws of 1899.*

Series K. Abstract I.

		No. of voucher.	
July	19. 1..	Pay-roll, filling, grading and	
		riprapping.....	\$1,179 44
Aug.	5. 2..	Ellwanger & Berry, shrubs...	94 06
		3. Pay-roll, roads, walks and	
		grading.....	1,330 36
Sept.	10. 4..	Pay-roll, roads and grading..	739 25
		5..Thos. Dunlavey, stone.....	8 00
		6..Coleman Nee, stone.....	4 00
		7..Dean & Hoffman, roads.....	63 50
			<hr/> \$3,418 01

*Remittances to the State Treasurer:*

1898.

Nov.	1.	Check on Bank of Niagara for Oc-	
		tober receipts .....	\$315 70
Dec.	1.	Check on Bank of Niagara for No-	
		vember receipts .....	81 35

1899.

Jan.	3.	Check on Bank of Niagara for De-	
		cember receipts .....	28 85

No. of  
voucher.

1899.

Feb.	3.	Check on Bank of Niagara for Jan- uary receipts .....	\$85 05
March	2.	Check on Bank of Niagara for Feb- ruary receipts .....	501 35
April	4.	Check on Bank of Niagara for March receipts .....	69 15
May	6.	Check on Bank of Niagara for April receipts .....	54 80
June	1.	Check on Bank of Niagara for May receipts .....	272 85
July	1.	Check on Bank of Niagara for June receipts .....	549 85
Aug.	2.	Check on Bank of Niagara for July receipts .....	1,714 50
Sept.	2.	Check on Bank of Niagara for August receipts .....	3,144 05
Sept.	30.	Check on Bank of Niagara for Sep- tember receipts .....	1,746 40
			<hr/> \$8,563 90
May	6.	Dividend on deposits in Cataract Bank.....	99 22

1898.

Dec.	31.	Interest on balances in Manufac- turers and Traders' Bank.....	\$13 64
March	31.	Interest on balances in Manufac- turers and Traders' Bank.....	14 36
			<hr/> 28 00
Cash balance on hand in bank.....			27 51
			<hr/> <hr/> \$47,181 31

## CLASSIFICATION OF ACCOUNTS.

*Maintenance.*

Commissioners' expenses .....	\$353 23
Treasurer and secretary, office expenses.....	112 93
Niagara Falls office expenses (superintendent).....	466 28
Salaries (superintendent and clerk).....	2,899 98
Police.....	5,325 00
Inclined railway .....	1,219 60
Prospect Park .....	4,669 07
Goat Island .....	2,490 72
Roads.....	1,552 76
Walks.....	1,503 85
Coal.....	119 47
Electric lighting .....	600 00
Ice.....	66 10
Buildings.....	1,422 05
Tools.....	181 38
Bridges.....	104 86
Iron railing .....	33 45
Deepening channel .....	113 11
Treasurer and secretary's salary.....	1,049 98
Treasurer and secretary's traveling expenses.....	82 20
Water pipes .....	544 08
Expense, president's office .....	50 00
Trees.....	15 75
Furniture.....	90 00
Damages.....	15 00
Vines.....	12 25
Carting.....	14 10
	<hr/>
	\$25,107 20
	<hr/>

## Improvements under chapter 606, Laws 1898:

Walks. . . . .	\$271 07
First Sister Island bridge. . . . .	5,061 37
Grading . . . . .	1,538 39
Deepening channel . . . . .	30 75
Iron railing . . . . .	801 78
Hennepin's view . . . . .	50 00
Roads. . . . .	973 16
Buildings. . . . .	560 09
Signs. . . . .	76 32
Prospect Point . . . . .	109 36
Grass sod . . . . .	464 58
	<hr/>
	\$9,936 87
	<hr/> <hr/>

## Improvements under chapter 569, Laws 1899:

Walks. . . . .	\$159 37
Filling. . . . .	524 20
Shrubs. . . . .	94 06
Grading. . . . .	720 26
Riprapping. . . . .	393 14
Roads. . . . .	1,527 58
	<hr/>
	\$3,418 61
	<hr/> <hr/>

We, the undersigned, hereby certify that we have examined the foregoing report of the treasurer for the fiscal year ended September 30, 1899, the vouchers and other papers, and we find the report and accompanying documents correct, and that the

treasurer has properly accounted for all moneys received and disbursed by him during the fiscal year ended September 30, 1899.

T. P. KINGSFORD,

CHAS. M. DOW,

*Commissioners of the State Reservation at Niagara.*

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GENERAL—ALL COUNTIES.

CHAPTER 710.

AN ACT to amend the railroad law regarding construction of a street surface railroad track by the commissioners of the state reservation at Niagara.

Became a law, May 25, 1899, with the approval of the Governor. Passed, three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

Section 1. Section one hundred and eight of the railroad law is hereby amended to read as follows:

§ 108. Road not to be constructed upon ground occupied by public buildings or in public parks.—No street surface railroad shall be constructed or extended upon ground occupied by buildings belonging to any town, city, county or to the state, or to the United States, or in public parks, except in tunnels to be approved by the local authorities having control of such parks. Provided however that the commissioners of the state reservation at Niagara, by and with the consent of the commissioners of the land office, may construct, without expense to the state, street railroad tracks upon and along that part of the riverway, so called, between Falls and Niagara streets in the city of Niagara Falls, and in their discretion may grant revokable licenses to street surface railroad companies to use such tracks upon such terms as said commissioners may prescribe.

§ 2. This act shall take effect immediately.

*To the Commissioners of the State Reservation at Niagara:*

Your committee appointed to investigate and report concerning the desirability of taking action under section 108 of the Railroad Law upon the proposition of the Niagara Falls and Suspension Bridge Railway Company, respectfully report:

1. That we have carefully examined the local situation with reference to the desirability of street railroad tracks in Riverway, and have also taken advice relative to legal objections which have been suggested.

2. That we are advised in the opinion herewith submitted that no legal objections exist, in which conclusion we concur.

3. That in our opinion the construction of one street railroad track in Riverway between Falls street and Niagara street, with suitable connections to a station on the easterly side of the street, is eminently desirable to the interests of the public and in furtherance of the general purposes of the State Reservation for the reason that it will greatly accommodate visitors, facilitate economical, easy and convenient arrival and departure and will in no way impair the safety or beauty of the Reservation.

We recommend, That the proposition of the said Niagara Falls and Suspension Bridge Railway Company to furnish the money for the construction of such track be accepted upon such terms and conditions as to you shall seem proper and we suggest the following:

1. That a single track be constructed from Falls street to Niagara street in the center of Riverway with four turn-outs from the main track to the station of the said company on the east side of the street.

2. That the work of construction be carried on under the direct supervision of the commissioners and subject to such regulations as they may make from time to time.

3. That upon the completion of said track a license revocable at the pleasure of the commissioners be issued to the said Niagara Falls and Suspension Bridge Railway Company, to operate over said track, under and subject to all regulations which the commissioners may from time to time adopt.



4. That a license fee of \$1000 per annum in advance be charged for the privileges afforded by said license.

5. That no license fee be charged said company until the expiration of such time as a license fee at the foregoing rate would equal the amount advanced by the company in constructing said track and turn-outs.

6. That said track and all structures within the street be and remain at all times the property of the State.

7. That this board select a competent engineer to advise concerning the proper and desirable construction of said track.

8. That the said company enter into a proper and sufficient agreement for the construction of a station as proposed by it.

9. That the license to said company shall express that it in no way limits the right of the commissioners to license other companies to use said track upon terms solely within their discretion.

10. That all expenses incurred by the commissioners for engineering or legal advice or otherwise in connection with said track be treated as a part of the construction thereof to be paid by the company.

All of which is respectfully submitted.

(Signed) CHAS. M. DOW,  
GEORGE RAINES,  
T. P. KINGSFORD.

Dated *September 1, 1899.*

IN THE MATTER OF THE PROPOSED LAYING OF STREET  
RAILROAD TRACKS ALONG RIVERWAY IN THE  
STATE RESERVATION AT NIAGARA.

Section 108 of the Railroad Law, as amended by Chapter 710 of the Laws of 1899, authorizes the Commissioners of the State Reservation at Niagara to construct street railroad tracks along that part of Riverway between Falls and Niagara streets and to grant revocable licenses to street railway companies to use such tracks upon such terms as the Commissioners may prescribe.

Upon the assumption that the fee of the soil of Riverway is in the state free from all easements and rights of individuals no

discussion is needed to demonstrate that the Commissioners may properly and safely proceed under this act without apprehension of trouble or interference. The questions for examination, therefore, are whether the title of the State is in any way qualified or limited by rights or easements of abutting owners or others and if so qualified or limited whether the owners of such rights or easements can in any way legally object to the proposed work.

Examination of the records discloses that Riverway was prior to the establishing of the State Reservation, known as Canal street; that the part of Canal street in question was designated by the Commissioners as a portion of the lands to be taken absolutely for the reservation; that in the condemnation proceedings such street was included and it must be assumed as true beyond question that the State in these proceedings acquired absolute and unqualified title unless the same be in some way limited in the following facts.

It appears upon the condemnation proceedings that the east side of Canal street, between Falls and Niagara streets, was abutted by eleven village lots owned by individuals; that these lots fronted upon Canal street, having in the rear an alley seventeen feet in width; and that the taking of the street and closing the same to public travel would obviously destroy in great part their value.

It appears to have been assumed on all hands that the owners of these lots owned the fee of the soil to the center of the street. Such conclusion was probably correct and will be adopted by me as the one most favorable to the abutting owners.

The destruction of the value of these lots and the consequent damage which would necessarily have to be paid by the State the Commissioners sought to avoid by the adoption of a resolution the substance of which is set out in the printed record of the condemnation proceedings at page 219, Part II, as follows: "Whereas, the purposes for which the land is being taken for the State Reservation will not involve the closing of Canal street, between Niagara street and the southeast line of Mill slip, that the Commission did not intend in locating the State Reservation,

and does not now intend, to close up said street, *but that it does intend to leave the said Canal street substantially as it now stands the easterly boundary thereof being unchanged, simply reserving such jurisdiction over all the said street as will be necessary to carry out the purposes of the State Reservation*; and they further resolve that the Commissioners of Appraisement be and they are hereby requested to base their appraisal upon the facts stated in this resolution."

This resolution was introduced in evidence by counsel for the Commissioners with the obvious purpose of reducing the award of damages to the abutting owners. What effect was given it by the appraisers is difficult to determine. Neither in their report nor the order of confirmation is it referred to. The taking, so far as disclosed by the record, was absolute and unqualified and the award of damages for each of the eleven lots was \$500.00, which did not correspond with any evidence given. Only two witnesses testified on the question of damages, and while differing as to the value of the lots, they practically concurred in the view that the absolute taking of the street would diminish such value from two-thirds to three-fourths which would largely exceed the awards made. It also seems to have been practically conceded that leaving the street open for public travel, the taking of the fee for reservation purposes would not diminish the value, and one witness testified that the value under such conditions would be enhanced (Vol. III, p. 290).

The awards did not follow either view, being for an amount equal to one-fifth to one-third of the value of each of the greater part of the lots.

Under these circumstances what legal or moral effect should be given to the resolution is somewhat uncertain. It is not clear that the Commissioners had power to bind either their successors or the State. It is not clear that if they possessed such power it was acted on to such an extent as to give the abutting owners an easement in the street. The view most favorable to the abutting owners is that they have such easement in Riverway as is appurtenant to lands abutting upon a public highway in which the fee of the soil is owned by the public. It cannot be claimed that they have any greater right than this.

Assuming this to be their right I do not think it presents any objection to the construction of the street railroad. Treating Riverway as a public highway it is undoubtedly competent for the Legislature to authorize a street railroad therein subject only to the restriction contained in section 18, article 111 of the Constitution of the State which provides that "no law shall authorize the construction or operation of a street railroad except upon the condition that the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having the control of, that portion of a street or highway upon which it is proposed to construct or operate such railroad be first obtained, etc." The State owns the west side of Riverway opposite the proposed railroad and its value unquestionably is equal to the value of the east frontage and I assume very much greater. If there were any doubt on this point it would be dispelled by the consent of the street railroad company which owns a part of the east frontage. The State, by the law in question, had given its consent as owner and the Commissioners are the local authorities having control of the street whose consent is also required.

But the right to construct a railroad in a street does not necessarily debar abutting owners who have an easement in the street from asserting a claim for damages. Such a claim could not be maintained by an abutting owner in this case for the reason that the fee of the soil in the street is unquestionably in the State and it is well settled by repeated adjudications of the Court of Appeals that in such case the person or corporation constructing the railroad is not liable to the abutting owner for any consequential damages to his adjoining property arising from a reasonable use of the street for railroad purposes without substantially changing its grade and which is not exclusive in its nature but leaves the passage across and through the street free and unobstructed for public use. This is the law even for steam railroads and *a fortiori* must be for those operated by electricity. (Forbes vs. R., W. & O. R. R. Co., 121 N. Y., 505; Kellinger vs. R. R. Co., 50 N. Y., 206; People vs. Kerr, 27 N. Y., 188.) The cases cited are so directly in point and the principle so well established that no discussion is needed to make clear the proposition that the abutting

owners are not entitled to damages. Since they can neither prevent the construction of the railroad nor recover damages arising from the construction I cannot see any violation of their legal rights and am wholly unable to perceive any ground for the contrary view. As to any violation of the moral limitations placed upon the rights of the State by the resolution quoted, that, of course, is exclusively for the Commissioners to determine, but it may not be inappropriate for me to observe that an inspection of the ground convinces me that the proposed railroad will necessarily enhance to a very material extent the value of the abutting property, and if this conclusion is just, the supposed moral objection is obviously dissipated.

I might well leave the discussion here, but I deem it desirable to express my judgment that the assumption made as to the effect of the resolution is too broad, and that the abutting owners have not such an unqualified easement in the street as they would possess were it a public highway.

At the time of including this street within the boundaries of the Reservation it was a public highway, and obviously, in seeking to condemn it for reservation purposes the Commissioners sought to change its status. They did not wish it to remain a public highway; the State paid considerable damages for the change, and yet the assumption is there has been no change except in transferring the control of it as a public highway from the village of Niagara Falls to the Commissioners. Something more than this must have been intended. The Commissioners obviously desired to make it a street, and their resolution so declares, and in making it a street they necessarily opened it to the travel of all the world, including the abutting owners and those who might desire to visit the abutting property. But they go further and say that they propose to reserve such jurisdiction over it and the right to regulate travel thereon *as may be necessary to carry out the purposes of the State Reservation.*

This is meaningless unless they thereby reserve the right to establish such regulations regarding the travel as may be reasonable, having in mind the purposes of reservation. They might pro-



hibit obnoxious vehicles, rapid driving and establish any and all regulations necessary or proper for the comfort and convenience of the people visiting the Reservation. Possessing this power, they can, obviously, place any structure in the street, unless restricted by the Legislature, which will facilitate travel, add to the convenience of the visiting public and assist in carrying out the general plan of making the Reservation easily accessible. That a street railroad might do this and yet not take away the general character of the street cannot be debated.

By their action in taking the land, and at the same time passing the resolution, the Commissioners committed themselves to the propositions that the status of the street was to be changed, that they were to be the sole authority, subject, of course, to the Legislature, in its management, and that in such management they were to be at liberty to carry out their own ideas as to the purposes of the Reservation. We may concede that they could not close the street to public travel and not in the least affect the foregoing propositions. It seems to me clear that if the Commissioners are of the opinion that the construction of the proposed railroad will subserve the purposes of the Reservation by affording greater facilities and accommodations to visitors, something beyond the resolution under discussion must be invoked to restrain them either morally or legally. That resolution, in my judgment, was carefully drafted so as to allow just such action as future commissioners should deem wise and which would not divest the street of the general character of a park road. If this be not so, then, no useful purpose can be discovered in the inclusion of Canal street within the Reservation limits. Merely to burden the State with its care, rather than the village, cannot have been the object.

I will say in conclusion that I have carefully perused the printed argument of Mr. Ansley Wilcox submitted to the Governor in opposition to the bill and think the foregoing considerations irrefutable answer the suggestions made by him at page six of such brief.

Respectfully submitted,  
(Signed) FRANK W. STEVENS.

THIS AGREEMENT made the twenty-third day of September, 1899, between The Niagara Falls and Suspension Bridge Railway Company, party of the first part, and the Commissioners of the State Reservation at Niagara, party of the second part, WITNESSETH:

1. The party of the first part agrees to construct upon and along Riverway upon the State Reservation at Niagara, between Falls and Niagara streets, a street railroad track with turnouts in complete conformity to the maps, plans and specifications hereto attached and made a part hereof, and pay all expenses connected therewith incurred by the Commission.

2. Such work shall be commenced at once and prosecuted diligently to completion.

3. The work of construction shall be carried on under the direct supervision of said commissioners and subject to such regulations and directions as they may from time to time make and give, and in giving such instructions and directions, the superintendent of the Reservation shall be treated and obeyed as the agent and representative of the commissioners.

4. The party of the first part shall keep an exact and itemized statement of all the cost and expense of such construction, including expenses incurred by the commissioners in connection therewith for counsel, engineering or otherwise, and shall furnish to the commissioners a detailed written statement thereof, and when the work is completed the commissioners shall determine and certify the reasonable cost of such work, having power to determine what are proper expenses, payments and charges.

5. The said track and all work, material and constructions connected therewith within the limits of the State Reservation shall at all times be and remain the property of the State, free from all lien, claim or charges of the party of the first part, which shall have no claim or charge whatever against the commissioners or either of them, or the State, for the work done, or payments made hereunder.

6. Upon the completion of said track and when the same is ready for use, the said first party may use the same for street

railroad purposes pursuant to the terms of a license therefor, a copy of which is hereto annexed.

7. This agreement is made subject to the provisions of section 108 of the Railroad Law and shall not be of force until the Commissioners of the Land Office have given the consent therein required.

8. The construction of said work and the payment of the expenses connected therewith shall not constitute any claim or ground for claiming that said license shall not be revocable at the pleasure of the commissioners.

9. The party of the first part, in consideration of said license, agrees to indemnify and save harmless the State of New York, the Commissioners of the State Reservation at Niagara and each of them, and their and each of their successors in office against all costs, payments, expenses, suits and damages whatsoever, arising from or growing out of the improper condition of said tracks in said Riverway, or the use thereof, by the first party or any of its allied roads named in the said license during the construction of said tracks and the continuance of said license.

IN WITNESS WHEREOF the parties hereto have executed this agreement in duplicate the day and year first above written.

(Seal.)

THE NIAGARA FALLS AND SUSPENSION  
BRIDGE RY. CO.,

(Signed by) W. CARYL ELY, *President*.  
ALEXANDER J. PORTER.  
THOMAS P. KINGSFORD.  
CHAS. M. DOW.  
GEO. RAINES.

STATE OF NEW YORK, }  
COUNTY OF NIAGARA. } ss.:

On this twenty-third day of September, in the year of our Lord one thousand eight hundred and ninety-nine, before me personally came W. Caryl Ely, of the city of Buffalo, N. Y., to me personally known, who being by me duly sworn, did depose and



say that he resides in the city of Buffalo, N. Y., and is the president of the Niagara Falls and Suspension Bridge Railway Company; that he knows the corporate seal of said company; that the seal hereunto affixed is said corporate seal, and that it was hereunto affixed by order of the board of directors of the said company, and he signed his name thereto as president by like order.

(Signed) GEO. G. SHEPARD.

*Notary Public, Niagara County, N. Y.*

KNOW ALL MEN, That the Commissioners of the State Reservation at Niagara hereby license The Niagara Falls and Suspension Bridge Railway Company to use the street railroad tracks upon and along that part of Riverway, so called, in the State Reservation at Niagara, between Falls and Niagara streets, in the city of Niagara Falls, in the carrying on of its business.

This license is revocable and determinable absolutely at and in the pleasure of the said commissioners and their successors in office and is also upon the following terms and conditions:

1. That the said railway company pay to the said commissioners for the State of New York a license fee of \$1,000 per annum in advance, the first payment of said license fee to be due and payable at the expiration of such time as license fees at said rate, computed from this date would equal the amount expended or advanced by said company in the construction of said street railroad tracks.

2. If this license shall be revoked and annulled by the said commissioners after the payment of a license fee by said company, pursuant to the preceding paragraph, and before the expiration of the year for which said license fee is paid, the said company shall be entitled to have the unearned portion of said license fee refunded by the State.

3. The motive power used shall be electricity exclusively.

- \* 4. The use of said tracks shall be at all times subject to such rules and regulations as the said commissioners may from time to time adopt or prescribe, and the company and its agents and servants shall carefully observe and obey each and every

of said rules and regulations and also observe and obey all directions and instructions which shall at any time be given either orally or in writing by the superintendent of the Reservation which are not inconsistent with said rules and regulations.

5. The said company shall at all times keep said tracks, the space between the same, and the roadway for two feet outside the rails in such condition and repair as the commissioners shall prescribe.

6. This license in no way limits the right of the said commissioners to license other railroad companies to use said tracks, and if such other license or licenses be issued, the use of said tracks by said Niagara Falls and Suspension Bridge Railway Company shall be such only as is consistent with the use by the other company or companies licensed.

7. This license extends to and permits the use of said tracks by street railroad cars owned or operated by either of the following named railroad companies whenever using the connecting tracks of said Niagara Falls and Suspension Bridge Railway Company, they being allied roads and under the same general management, to wit: The International Traction Company, Buffalo and Niagara Falls Electric Railway, Buffalo and Lockport Railway, the Niagara Falls Park and River Railway Company, Buffalo Railway Company, and all the terms hereof shall apply to each of said companies, it being understood that the license fee of \$1,000 per annum shall cover the use by all of said companies.

8. The terms and conditions of this license may at any time be added to or varied by the commissioners.

IN WITNESS WHEREOF, The said commissioners have hereunto set their hands the 23d day of September, 1899.

(Signed)

ALEXANDER J. PORTER,  
THOMAS P. KINGSFORD,  
CHAS. M. DOW,  
GEO. RAINES.

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Report of the Superintendent

OF THE

STATE RESERVATION AT NIAGARA

FOR THE

Fiscal Year Ending September 30, 1899.

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## Report of the Superintendent.

*To the Commissioners of the State Reservation at Niagara:*

Gentlemen—The principal improvements made during the year have been the completion of the new stone arched bridge to the First Sister Island, the completion of the loop driveway in Prospect Park, the construction of a new road from Prospect Park along the rapids to the bridge to the islands and the filling and riprapping on the riverway from the bowlder bridge to the loop driveway at Port Day.

### STONE ARCHED BRIDGE TO FIRST SISTER ISLAND.

The stone arched bridge was completed Nov. 4, 1898. The approaches to the bridge have been filled and graveled, the retaining walls banked up, graded and planted. The locality has been treated so as to harmonize as much as possible with the surrounding natural conditions.

### THE HERMITS CASCADE.

Owing to the low level of the water in the lakes, for some years very little water has been flowing over the little fall just above the new stone arched bridge known as the Hermits Cascade. At times it has been entirely dry. The deepening of the channel above the cascade which has been completed during the past year has secured the former volume of water and restored the beauty and attractiveness of the cascade.

### PROSPECT PARK.

The loop driveway in Prospect Park has been completed, thus providing a loop driveway at each terminus of the Reservation. The gate houses at Falls street and at the rapids have been removed. The removal of seven frame buildings from Prospect Park has resulted in a remarkable improvement in the appearance of the grounds which now present a natural grove-like appearance. If the Inclined Railway building were removed the falls could be viewed from any part of the grounds. The Inclined Railway building stands near the falls and greatly obstructs the view of visitors in the grounds.

### THE NEW RAPIDS DRIVE.

The new road constructed during the past year along the rapids from Bridge street to Falls street has proved to be a great convenience to the public. It obviates the necessity of following an up-hill round about route from Prospect Park to Goat Island, and running as it does along by the rapids it is, for its extent one of the finest of drives. The new rapids drive and the new loop driveway in Prospect Park provide a continuous route along the river bank from the bridge to the islands to the bridge to the Canadian side of the river.

### FILLING AND RIPRAPPING ALONG THE RIVER SHORE.

The low shore of the river above the bowlder bridge was wet and marshy, caused by crowding the water upon the shore when the old wing dam was constructed many years ago. At times of high water considerable erosion of the river bank took place. During the past year a large amount of filling has been obtained and the original shore line restored. The river shore has been riprapped with large stones to prevent further erosion and the made land graded and sown with lawn grass. Next year some planting of trees and shrubs should be done in that locality.

## THE WING.

The locality immediately above Willow Island is known as "The Wing." A massive stone wall has been constructed at that point to deflect waters from the river into "The Race," a channel which conveyed it to mills which have been removed. The water inside the wall is a foot or two higher than the water in the river. The outlet from the Wing is in a dilapidated condition and should be reconstructed in a suitable manner. Parts of the Wing wall have fallen away, and if the wall is to be retained some repairs should be made. The wall at the upper end might be drawn in, by an easy curve and connected with the main land below Fourth street by a small stone arched bridge, and a loop walk or promenade thus obtained somewhat similar to the loop driveway at Port Day. It would command a fine view of the rapids at that point and the upper Niagara river, and would undoubtedly be a favorite resort for visitors.

Suitable stone for this work can now be obtained at Port Day probably without expense except for hauling, an opportunity which may never occur again.

## PLANTING.

During the year some planting has been done in Prospect Park and along the riverway, between Prospect Park and the bridge to the islands. The approaches to the new stone arched bridge have been planted with shrubs and vines and some planting done about the rustic stone arched bridge and the boulder bridge. The stock in the nursery has been largely increased for fall planting and a large number of native plants from the woods on Goat Island have been transplanted into the nursery. The plantations already made have been carefully pruned,

watered and cultivated, materials have been accumulated for fall planting at the approach to Goat Island, on Green Island, in Prospect Park and along the riverway.

### BUILDINGS.

During the year two frame toll houses and two frame toilet rooms have been removed from Prospect Park. Two frame closets have been removed from Goat Island and toilet rooms built in the shelter building at the Three Sister Islands. The frame buildings at the Cave of the Winds have been enlarged and improved and a water pipe laid to the buildings. The roof of the cottage on Goat Island has been resingled. The interior woodwork of the shelter building at the entrance to Goat Island has been revarnished, and the roof of the lower terminal station of the Inclined Railway which had been damaged by ice, repaired.

### INCLINED RAILWAY.

The water wheel at the Inclined Railway has been rebuilt, the sheaves for the cable repaired, the railroad track leveled, a new manila cable attached to the cars, and new hand wheels attached to the cable at the cars.

The building enclosing the Inclined Railway was built twenty-six years ago, and is now in need of extensive repairs. It may be well to replace it with a new structure; many of the track timbers should be renewed.

The almost constant moisture by the spray from the falls causes the Inclined Railway structure to decay very rapidly.

### BRIDGES.

One of the protecting cribs of a pier under the bridge from the main land to Green Island was damaged by floating ice during the past winter. The sheet piling of the crib has been renewed,



and the crib refilled with stone. Repairs have also been made upon the retaining walls at the weir bridge over the overflow at First street, which were being undermined by the stream and large stones have been placed at the new bridge to the first Sister Island so as to complete the grading of the structure. Repairs have been made upon the bridges to the second and third Sister Islands and the wooden structure leading to Terrapin Point, at the Horseshoe Falls. These bridges are old and inadequate, and should be replaced by more substantial and commodious structures.

### ROADS AND WALKS.

A new carriage turn-out, with stone curbing, has been constructed on Goat Island at a point commanding a view of the Horseshoe Falls. The carriage turn-outs at the American Falls, the three sister islands and the Inclined Railway building, have been filled and graded, and extensive repairs made on the roads on Goat Island and in Prospect Park.

A gravel walk has been constructed on the east side of the riverway, adjacent to the International Theater, and the margin filled and sodded, and planted with trees.

The gravel walk along the riverway from Prospect Park to the bridge to the islands has been narrowed, drainage tile laid and two catch basins constructed. Stone gutters have been laid along the walks above Bridge street, at points where steep grades caused the gravel to wash out, at times of heavy rain-storms.

### MISCELLANEOUS.

A large amount of compost, collected during the year, was spread upon the lawns in winter. The compost is collected in the gravel pit on Goat Island, and turned and mixed from time

to time, during the year. Grading has been done on the terrace at First street, a large number of dead trees and stumps have been removed, worthless material has been removed from the lumber yard on Goat Island, the water pipes repaired and extended to the Cave of the Winds building and an additional drinking fountain (the gift of Dr. Coleman Sellers, of Philadelphia) erected.

#### SYSTEM OF WATER PIPES.

A plan for a complete system of water pipes for the grounds is being made, also a map of the grounds, showing the made land, the roads walks and the planting.

#### ELECTRIC LIGHTING.

The present arrangement for lighting the grounds is inadequate. If the grounds are lighted at all, they should be well lighted. A comprehensive plan for lighting the grounds is being prepared.

#### LICENSED CARRIAGE DRIVERS.

Twenty-one complaints have been made against licensed carriage drivers for violation of the ordinances. Four drivers have been excluded from the reservation for such violations of the rules and regulations.

#### THE STEAMBOAT LANDING.

The steamboat landing has been leased by the Maid of the Mist Steamboat Company. On January 22nd, the ice bridge moved out, destroying the steamboat dock, and the steamboat waiting room on the landing. January 26th, a violent wind arose, which raised the water twenty feet, seriously threatening the terminal station of the Inclined Railway in which the water

stood four feet deep. No damage was done to the building aside from the bursting of the doors and the destruction of a few panes of glass.

The steamboat landing and the shelter building on the dock have been rebuilt by the Maid of the Mist Steamboat Association.

### ELEVATOR AT THE CAVE OF THE WINDS.

As this locality is between the American and the Horseshoe Falls, the view is unparalleled, but the winding stairway leading to it is so unsuitable and fatiguing that very few persons are enabled to enjoy the beauty of the scenery below the high bank, where a walk can be easily made along the edge of the water from the American to the Horseshoe Falls.

During the year the Cave of the Winds building has been much enlarged and improved, but it is still unworthy of the locality. The buildings for the guides, and the clothes yard have been rearranged and present a better appearance than heretofore.

The waiting rooms and winding stairway of the Cave of the Winds have received the usual repairs during the year. The dressing rooms are inadequate and unsuitable. Better accommodations should be provided for the traveling public.

The Biddle staircase has been examined and found safe, but it is old and dilapidated in appearance, and affords but a fatiguing method of obtaining the view of the falls from below. It should be replaced by a commodious elevator, with a free stairway attached. Such an elevator, operated for a nominal fee of five cents up or down, would furnish an estimated revenue of \$5,000 a year, which, with the present revenue, mainly from the Inclined Railway, would almost render the reservation self sustaining.

The Pan-American Exposition in Buffalo will draw numbers of people to Niagara in 1901, and the Biddle stairs should be extensively repaired and strengthened during the coming year.

### SHELTER BUILDINGS.

Shelter buildings are needed at the American Falls, and at the Horseshoe Falls on Goat Island, where visitors congregate in large numbers. At times of sudden rain storms the present shelters are too far apart for public convenience.

### STAIRWAYS AND GUARDRAILINGS.

The stairway leading to Luna Island is too narrow to accommodate the great number of visitors to that point. It might be removed, and a broad walk, winding down the slope, substituted. The balcony at the foot of the stairway, commanding the finest view of the American Falls, is also inadequate and should be replaced by a permanent structure of larger size.

The iron guard railing on Luna Island is unsuitable, and should be replaced by a railing similar to that along the high bank on Goat Island.

### NUMBER OF VISITORS.

The number of visitors during the year was greater than usual, and is estimated at 750,000. Of these 403,016 were excursionists, coming largely from places in the State of New York. No disorder occurred, and no damage was done to the property of the State. A statement of the excursions is herewith submitted.

### EMPLOYEES.

The regular force employed, exclusive of laborers, consists of 9 men, to wit: 1 superintendent, 1 clerk, 5 police gatemen and caretakers and 2 Inclined Railway men.

## STATEMENT OF NUMBER OF EMPLOYEES.

*Maintenance Rolls.*

1898.	Foreman.	Asst. foreman.	Laborers.	Teamsters.
October . . . . .	.....	3	29	.....
November . . . . .	1	2	19	2
December . . . . .	1	2	15	2
1899.				
January . . . . .	.....	2	8	1
February . . . . .	.....	1	11	.....
March . . . . .	.....	3	17	1
April . . . . .	1	3	25	1
May . . . . .	1	3	21	2
June . . . . .	.....	.....	.....	.....
July . . . . .	.....	.....	21	.....
August . . . . .	1	2	13	2
September . . . . .	.....	2	6	.....

*Improvement Rolls.*

## Chapter 606, Laws of 1898.

1898.	Foreman.	Asst. foreman.	Laborers.	Teamsters
October . . . . .	1	1	33	7
November . . . . .	.....	.....	4	.....

## Chapter 569, Laws of 1899.

1899.				
June . . . . .	1	3	20	2
July . . . . .	1	3	31	5
August . . . . .	.....	1	40	4
September . . . . .	1	.....	9	1

## TABULAR STATEMENTS.

The receipts from the Inclined Railway during the fiscal year were \$6,938.90. From rentals and leases, \$1,600. Total receipts, \$8,538.90.

Vouchers paid for material and labor, \$6,826.57.

Pay-rolls for maintenance, \$20,156.76.

For improvements, \$4,817.89.

Total expenditures by superintendent, \$31,801.22.

Detailed statements of the receipts and expenditures of the superintendent, the amount of the pay-rolls for each month, and the classification of the pay-rolls and accounts are hereto appended.

Respectfully submitted,

THOMAS V. WELCH,

*Superintendent.*

## EXCURSIONS.

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1898.		No of cars.	Persons
Oct.	2. Akron and Cleveland, Ohio.....	30	1,800
	Buffalo, N. Y.....	35	2,100
	Rochester, N. Y., via N. Y. C.		
	& W. S. ....	20	1,200
	Rochester, N. Y., via Lehigh		
	Valley .....	15	900
	Rochester, N. Y., via Erie R. R...	10	600
	3. Buffalo, N. Y., Sisters and Scholars		
	Holy Angels Academy.....	2	120
	5. Pennsylvania R. R. Officials.....	1	60
	7. Columbia, Pa., Fire Co. No. 1....	3	180
	8. Boston, Mass., Knight Templars..	14	840
	Buffalo, N. Y., Teachers and Schol-		
	ars Central High School.....	4	240
	Lockport, N. Y., Special Party....	5	300
	9. Maine, New Hampshire and Ver-		
	mont Knight Templars .....	45	2,700
	12. Hornellsville and Caledonia, via		
	Erie R. R.....	8	480
	Brooklyn, N. Y., Special Party....	1	60
	14. Washington, D. C., and Baltimore,		
	Md. ....	8	480
	15. Oswego, N. Y., Normal School....	2	120
	16. Camden, N. J., Republican Club...	1	60
	Buffalo, Rochester and Lockport..	15	900

1899.		No. of cars.	Persons.
Oct.	18. New Market, Ont., American Christain Association .....	6	360
	19. Twenty-sixth Annual Convention American Gas Light.....	6	360
1899.			
Jan.	22. Buffalo, N. Y., Ice Bridge Excur- sion .....	10	600
Feb.	2. Buffalo, N. Y., Ice Bridge Excur- sion .....	12	720
	3. Buffalo, N. Y., Ice Bridge Excur- sion .....	8	480
	4. Buffalo, N. Y., Ice Bridge Excur- sion .....	14	840
	5. Buffalo, N. Y., and Local Points Ice Bridge Excursion .....	50	2,500
	7. Buffalo, N. Y., and Local Points Ice Bridge Excursion .....	10	600
	12. Buffalo, N. Y., and Local Points Ice Bridge Excursion .....	20	1,200
	16. Buffalo, N. Y., and Local Points Ice Bridge Excursion .....	15	900
	19. Buffalo, N. Y., Ice Bridge Excur- sion .....	20	1,200
	26. Buffalo, N. Y., Ice Bridge Excur- sion .....	8	480
May	6. Lockport, via N. Y. C., Arbor Day Excursion .....	21	1,260
	7. Local Excursion .....	20	1,200
	American Machinists' Association	2	120
	14. Local Excursion .....	15	900
	International Brotherhood Rail- way Conductors .....	2	120



1898.		No. of cars.	Persons.
May	17. International Brotherhood Railway Conductors .....	2	120
	19. International Brotherhood Railway Conductors .....	8	480
	20. Buffalo High School.....	5	300
	21. Buffalo High School .....	15	900
	22. Reunion 28th N. Y. Vols.....	1	60
	24. Toronto, Hamilton, etc., Queen's Birthday Excursion .....	25	1,500
	28. New York Hotel Cooks Excursion. Local Excursion .....	9 20	540 1,200
	30. All sources, Memorial Day Excursion .....	65	4,000
June	3. All sources, General Half-holiday Excursion .....	12	720
	4. All sources, Sunday Excursion....	30	1,800
	6. South American Representatives to Pan-America .....	2	120
	7. National Credit Men's Association. Daughters of American Revolution .....	4 4	240 240
	9. Association Steam and Hot Water Fitters .....	8	480
	Canada, via G. T. R., Farmers Excursion .....	8	480
	10. All sources, Half-holiday Excursion	12	720
	11. All sources, Sunday Excursion....	50	3,000
	12. Chicago, Ill., Nobles of the Mystic Shrine .....	3	180

1899.		No. of cars.	Persons.
June 13.	Chicago, Ill., Nobles of the Mystic Shrine .....	6	360
	Via Main Line Erie R. R.....	6	360
	American Dancing Masters' Asso.	6	360
14.	American Wholesale Coal Dealers.	6	360
	Nobles of the Mystic Shrine.....	10	600
	York County, Ont., Farmers.....	6	360
15.	Nobles of the Mystic Shrine.....	15	900
	Grand Trunk & Michigan Central.	22	1,320
16.	Alabama State Press Association.	3	180
	International Accident and Insurance Association .....	6	360
	Nobles of the Mystic Shrine.....	20	1,200
17.	Employes Water Engine Works, Brantford, Ont .....	10	600
	Saturday half holiday (local).....	20	1,200
18.	All sources .....	40	2,400
19.	American Car Service Associat'n..	4	240
20.	Improved Order of Heptasophs...	4	240
	New York State Press Association.	5	300
	Toronto, Ont., by boat.....	.....	585
21.	Improved Order Heptasophs.....	4	240
	Passayank Tribe, Improved Order of Red Men.....	4	240
	Methodist Church, Hamilton, Ont.	9	540
	Toronto by boat.....	.....	118
22.	Minnesota Banking Association..	4	240
23.	Toronto by boat.....	.....	360
24.	Candy Makers and Brewers, Toronto, Ont.....	9	540

1899.		No. of cars.	Persons.
June	25. Rochester Special .....	10	600
	All sources .....	65	3,900
	Half holiday .....	25	1,500
	Foresters via C. P. R. Line.....	12	720
	27. Union Methodist Churches, Erie		
	Pa. ....	6	360
	28. All sources .....	17	1,020
	29. Children Immaculate Conception,		
	Buffalo, N. Y.....	3	180
	Union Churches, Rochester, N. Y..	6	360
	Mrs. Nichols' Sunday school class		
	(city) .....	.....	100
	City officials, Lockport, N. Y.....	1	60
July	1. Christian Endeavor Society, Brant-		
	ford, Ont.....	26	1,560
	Baptist Church, Dandus, Ont.....	12	720
	Foresters, St. Thomas, Ont.....	25	1,500
	All other sources.....	25	1,500
	2. Cleveland, O., and other sources..	120	7,200
	3. Saengerbund Society, Berlin, Ont..	8	480
	Jersey City, N. J., Athletic Club...	6	360
	Cooks, tourists .....	8	480
	All other sources .....	50	3,000
	4. Independence Day, all sources....	333	20,000
	6. Toronto, by boat .....	.....	50
	7. Hamilton, Ont.....	2	120
	8. Toronto, Ont.....	9	540
	Saturday half holiday .....	20	1,200
	9. All sources .....	65	3,900
	11. National German Teachers Ass'n.	7	420

1899.

		No. of cars.	Persons.
July 11.	International Longshore Men's Association .....	5	300
	Detroit Christian Endeavor Ass'n.	20	1,200
12.	Detroit Christian Endeavor Ass'n.	25	1,500
13.	Detroit Christian Endeavor Ass'n.	6	360
	First Presbyterian Church, Erie, Pa. ....	8	480
	German Lutheran Church, Lockport, N. Y. ....	9	540
	Union churches, Lancaster, N. Y..	7	420
	City officials, Lockport, N. Y. ....	1	60
	International Fire Underwriters' Convention .....	8	480
14.	Caledonia societies, Toronto and Guelph, Ont. ....	2	120
	All Saints Church, Toronto, Ont...	6	360
15.	Employees Michigan Central R. R. Pennsylvania and Maryland School Teachers .....	60	3,600
	Saturday half holiday (local) .....	10	600
	Sunday, all sources .....	20	1,200
16.	Sunday, all sources .....	60	3,600
17.	Special, Michigan Central party...	12	720
18.	Glassford, Ont., Grocery Men .....	16	960
	Hamilton, Ont., Grocery Men .....	36	2,160
	Hornellsville, N. Y. ....	8	480
19.	All sources .....	125	7,500
20.	Union churches, Brampton, Ont...	16	960
	Syracuse, N. Y. ....	8	480
	Cleveland, Ohio .....	8	480
	Toronto, Ont., by boat .....	....	350

1899.		No. of cars.	Persons.
July	21. Lewiston, N. Y., bridge opening...	13	780
	Toronto, by boat.....	....	275
	22. Pekin and Sanborne, N. Y., Sunday		
	School .....	6	360
	New Orleans, La.....	8	480
	Seneca Falls, N. Y.....	9	540
	Saturday half holiday (local).....	25	1,500
	G. T. R. employees.....	14	840
	Toronto, by boat.....	.....	2,000
	23. Syracuse and Rochester, N. Y.....	150	9,000
	24. Olean, N. Y., Labor Picnic.....	16	960
	Other sources.....	10	600
	25. Hamilton, Dayton & Cincinnati,		
	Ohio .....	60	3,600
	U. S. League Building and Loan		
	Associations .....	2	120
	Other sources.....	10	600
	26. Local C. M. B. A. Society.....	.....	2,000
	Other sources.....	42	2,520
	27. Oil City and Pittsburg, Pa.....	15	900
	Cleveland, Ohio.....	10	600
	Buffalo, N. Y.....	8	480
	28. Big Four excursion.....	54	3,240
	Toronto, Ont.....	10	600
	Other sources.....	5	300
	29. London and Hamilton, Ont.....	40	2,400
	Batavia and Chautauqua, N. Y....	68	4,080
	Philadelphia, Pa., special.....	10	600
	Saturday half holiday (local).....	15	900

1899.		No of cars.	Persons.
July	30. All sources .....	100	6,000
	31. Elks Street Fair.....	45	2,700
	National Dental Association.....	6	360
	Guelph, Ont.....	4	240
	Toronto, Ont., by boat.....	.....	300
Aug.	1. Port Arthur, Ont., Civil holiday..	10	600
	Via Erie R. R.....	9	540
	From Buffalo, by trolley.....	10	600
	Brooklyn, N. Y.....	5	300
	Guelph, Ont.....	3	180
	2. Toronto and Hamilton, Ont.....	8	480
	National Jobbing Confectioners...	4	240
	Albion and Lyndonville Sunday schools .....	20	1,200
	Elks, from all points.....	25	1,500
	Welland farmers, in wagons.....	.....	300
	Toronto, by boat.....	.....	600
	3. Lockport, N. Y., Second Presby- terian Church .....	4	240
	Buffalo Street Railway Employees.	12	720
	Western points (Big Four).....	100	6,000
	Odd Fellows, Toronto, by boat.....	.....	550
	4. Toronto, by boat.....	.....	45
	Buffalo Union schools.....	6	360
	Buffalo Street Railway Employees.	6	360
	Big Four.....	235	14,100
	Grand Trunk railway.....	10	600
	5. Chautauqua (Newton party).....	9	540
	Rome, Watertown & Ogdensburg R. R.....	20	1,200

1899.		No of cars.	Persons.
Aug.	5. Half holiday (local).....	30	1,800
	Toronto, by boat.....	.....	500
	6. York City and Pittsburg, Pa.....	41	2,460
	N. Y. C., W. S. and trolleys.....	120	7,200
	7. C. T. A. U. of America.....	6	360
	Employees G. T. R.....	10	600
	Toronto, Ont.....	12	720
	Hamilton, Ont.....	11	660
	Toronto, by boat.....	....	300
	8. Brockville, Ont., Odd Fellows.....	6	360
	Chautauqua (Newton party).....	9	540
	Buffalo Street Railway Employees.	4	240
	Toronto, Ont., by boat.....	.....	45
	Welland, Ont., St. John's school, in wagons.....	.....	48
	9. Big Four.....	67	4,020
	Clover Leaf.....	10	600
	Toronto, Ont.....	3	180
	Grimsby, Ont.....	15	900
	Aurora and Newmarket, Ont.....	15	900
	Other sources.....	35	2,100
	10. Western N. Y. and Pennsylvania..	12	720
	Allegany valley and city.....	11	660
	Akron & Pea Nut road.....	10	600
	Survivors of 151st N. Y. V. and 2d Mounted Rifles.....	5	300
	Buffalo Street Railway Employees.	5	300
	Buffalo, by trolley.....	20	1,200
	11. Empire Association Deaf Mutes...	4	240
	Buffalo Street Railway Employees.	4	240

1899.	No. of cars.	Persons.
Aug. 11. Cincinnati, Ohio .....	10	600
Canton, Ohio.....	12	720
Supreme Council Honor and Tem- perance .....	4	240
American Foundrymen's Associa- tion .....	3	180
12. Chautauqua (Newton party).....	9	540
National Fire Underwriters' Asso- ciation .....	6	360
Erie, Pa., employees iron works....	10	600
Toronto, Ont., Masey Harris em- ployees .....	6	360
General half holiday.....	35	2,100
Brantford, Ont .....	16	960
13. Cleveland, Ohio .....	14	840
Philadelphia and Washington.....	22	1,320
Cleveland Gymnasium Association.	12	720
Grand Rapids and western points..	20	1,200
Woodstock, Brantford and Lincoe, Ont .....	34	2,040
Buffalo, N. Y.....	120	7,200
14. Employees Anderson Furniture Co., Brantford, Ont.....	18	1,080
Erie, Pa., Y. M. C. A.....	12	720
Buffalo, N. Y.....	22	1,320
15. Chautauqua (Newton party).....	14	840
Dunkirk, German Lutheran Church	10	600
Dansville .....	11	660
Buffalo .....	26	1,560
New York Central R. R. Co.....	103	6,180



1899.

	No of cars.	Persons.
Aug. 15. Erie R. R. ....	45	2,700
Buffalo, N. Y. ....	45	2,700
Toronto, Ont., by boat. ....	.....	600
17. Albany, N. Y., Gov. Roosevelt and party ....	1	60
Rochester and Syracuse. ....	20	1,200
Tilsonburg, Ont., (Farmers' picnic). ....	9	540
Buffalo, N. Y. ....	25	1,500
18. Evansville and Southern Indiana. .	16	960
Buffalo, N. Y. ....	25	1,500
Toronto, by boat. ....	.....	350
19. Elmira, N. Y. ....	12	720
Local points, Saturday half holiday	25	1,500
Ohio and Indiana points. ....	22	1,320
Chautauqua (Newton party). ....	5	300
Brantford, Ont., G. T. R. employees	31	1,860
Toronto, Ont., Anglo-Saxon Society, by boat. ....	.....	1,050
20. Ohio points. ....	20	1,200
N. Y. C., West Shore, Erie and R., W. & O. railway. ....	60	3,600
Buffalo ....	60	3,600
21. Buffalo Street Railway Employees. .	5	300
22. Buffalo Street Railway Employees. .	5	300
Buffalo Newsdealers and Station- ers ....	5	300
Syracuse, N. Y. ....	6	360
Chautauqua (Newton party). ....	9	540
23. Ohio and Indiana. ....	24	1,440
Buffalo Street Railway Employees	5	300

1899.		No. of cars.	Persons.
Aug. 24.	Lockport, N. Y., English Lutheran Church .....	8	480
	Buffalo Street Railway Employees.	5	300
25.	Wabash excursion.....	40	2,400
	Nickel Plate & Erie.....	40	2,400
	M. C. & Lake Shore.....	28	1,680
	Buffalo, N. Y.....	30	1,800
	Toronto, by boat.....	.....	80
26.	Rochester and Syracuse, N. Y....	10	600
	Buffalo and local points.....	30	1,800
	Toronto, by boat.....	.....	290
27.	Cleveland, Ohio .....	12	720
	Erie, Pa. ....	10	600
	Syracuse, Rochester and Lockport	30	1,800
	Main line, Erie R. R.....	12	720
	Buffalo, N. Y.....	60	3,600
29.	Main line D., L. & W.....	10	600
	Main line W. N. Y. & P.....	10	600
	Pennsylvania R. R.....	10	600
	Ingersol, Ont.....	6	360
	Buffalo, N. Y.....	20	1,200
30.	Warsaw, N. Y.....	10	600
	Main line Lehigh Valley R. R....	9	540
	Toronto, Ont.....	20	1,200
	Avon and Attica, N. Y.....	10	600
	Hornellsville, N. Y.....	14	840
31.	American Bar Association .....	5	300
	Main line P. B. & L. E.....	10	600
	Main line L. S. & M. S.....	10	600
	Toronto, Ont.....	10	600

1899.		No. of cars.	Persons.
Sept.	1. Pittsburgh, Pa.....	10	600
	Toronto, Ont. (annual fair).....	20	1,200
	2. Wabash & Nickel Plate Line....	36	2,160
	Cleveland, Ohio .....	20	1,200
	Toronto, Ont. (annual fair).....	30	1,800
	Local points .....	20	1,200
	Toronto by boat.....	.....	300
	3. Illinois points via Wabash.....	6	360
	New York city via Erie R. R. ....	5	300
	Akron, Ohio, and other points...	205	12,300
	4. Carbondale, Pa. ....	12	720
	Toronto, by boat.....	.....	100
	All other sources.....	250	15,000
	5. Points via Wabash R. R. ....	18	1,080
	Cleveland, Ohio .....	10	600
	Points via W. N. Y. & P. R. R. ....	18	1,080
	Other sources .....	30	1,800
	6. Points via Nickel Plate Line....	10	600
	Toronto, by boat.....	.....	500
	Other sources .....	30	1,800
	7. Toronto, by boat.....	.....	700
	7. All sources .....	12	720
	9. Toronto, boat (annual fair).....	35	2,100
	Other sources .....	40	2,400
	10. Points via Lehigh Valley.....	12	720
	Syracuse, Rochester, etc., via N.		
	Y. C. ....	14	840
	Buffalo, N. Y.....	15	900
	11. All sources .....	10	600
	12. English tourists (Cook excursion).	1	60

1899.	No. of cars.	Persons.
National ass'n Master Bakers....	5	300
13. Hartford, Ct., (Putnam Phalanx).	3	180
14. All sources .....	12	720
15. Lynchburg, Va., (Union Sunday school) . . . . .	16	960
Detroit, Mich., (Odd Fellows)....	3	180
16. All sources .....	10	600
17. Buffalo, N. Y.....	20	1,200
20. Wheeling, W. Va.....	8	480
Bradford, Pa.....	8	480
21. Wheeling, W. Va.....	8	480
22. Detroit, Mich., Odd Fellows.....	20	1,200
23. Detroit, Mich., Odd Fellows.....	6	360
Syracuse, N. Y.....	10	600
25. New England Railway Association	6	360
	<hr/>	<hr/>
	6,515	403,016
	<hr/>	<hr/>

## RECAPITULATION.

	Cars.	Persons
October, 1898 .....	231	13,860
January, 1899 .....	10	600
February, 1899 .....	157	8,920
May, 1899 .....	210	12,700
June, 1899 .....	497	30,983
July, 1899 .....	1,947	121,815
August, 1899 .....	2,459	152,298
September, 1899 .....	1,004	61,840
	<hr/>	<hr/>
	6,515	403,016
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OLD TERRAPIN TOWER.

# GOAT ISLAND.

“The most interesting spot in all America.”

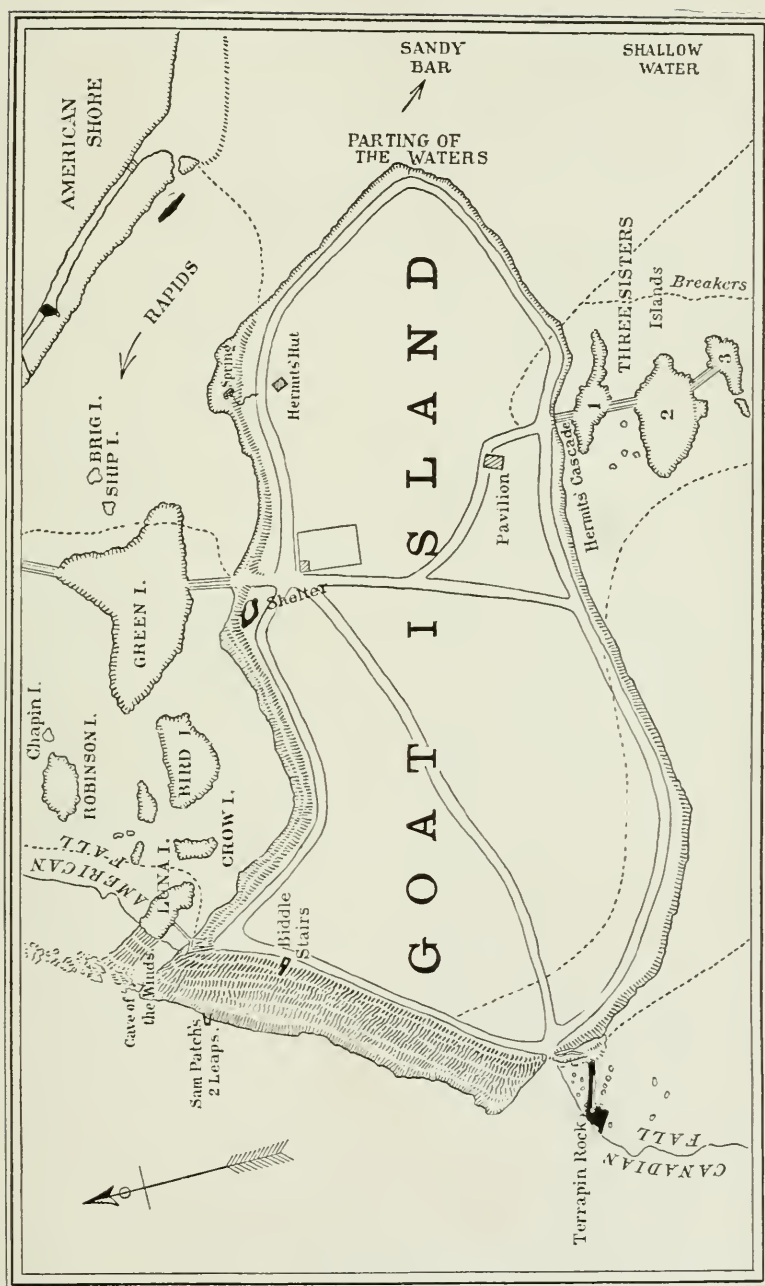
*Capt. Basil Hall*

BY PETER A. PORTER.

1900.

I have endeavored, in this article, to bring together a number of the opinions that have been expressed about Goat Island, in its various aspects. These expressions are mainly those of persons to whom the world has given a hearing, because of their abilities and prominence in their respective spheres. And joined to, and interwoven with these expressions, I have added such a chronology of the Island as I have been able to collect.





MAP OF GOAT ISLAND GROUP.



## NIAGARA.

*Author Unknown.*

Great Fall, all hail:  
Canst thou unveil  
The secrets of thy birth;  
Unfold the page  
Of each dark age,  
And tell the tales of earth?

When I was born  
The stars of morn  
Together sang — 'twas day:  
The sun unrolled  
His garb of gold  
And took his upward way.

He mounted high  
The eastern sky  
And then looked down on earth;  
And she was there,  
Young, fresh, and fair,  
And I, and all, had birth.

The word of power  
Was spoke that hour:  
Dark chaos felt the shock;  
Forth sprung the light,  
Burst day from night,  
Up leaped the living rock.

Back fell the sea  
The land was free,  
And mountain, hill, and plain  
Stood forth to view,  
In emerald hue,—  
Then sang the stars amain.

And I — oh thou:  
Who taught me how  
To hymn thy wondrous love  
Deign to be near  
And calm my fear.  
O Holy one above.

I caught the word  
Creation heard,  
And by thy power arose;  
His goodness gave  
The swelling wave  
That ever onward flows.

By his command  
The rainbow spanned  
My forehead and his will  
Evoked the cloud  
My feet to shroud,  
And taught my voice to trill.

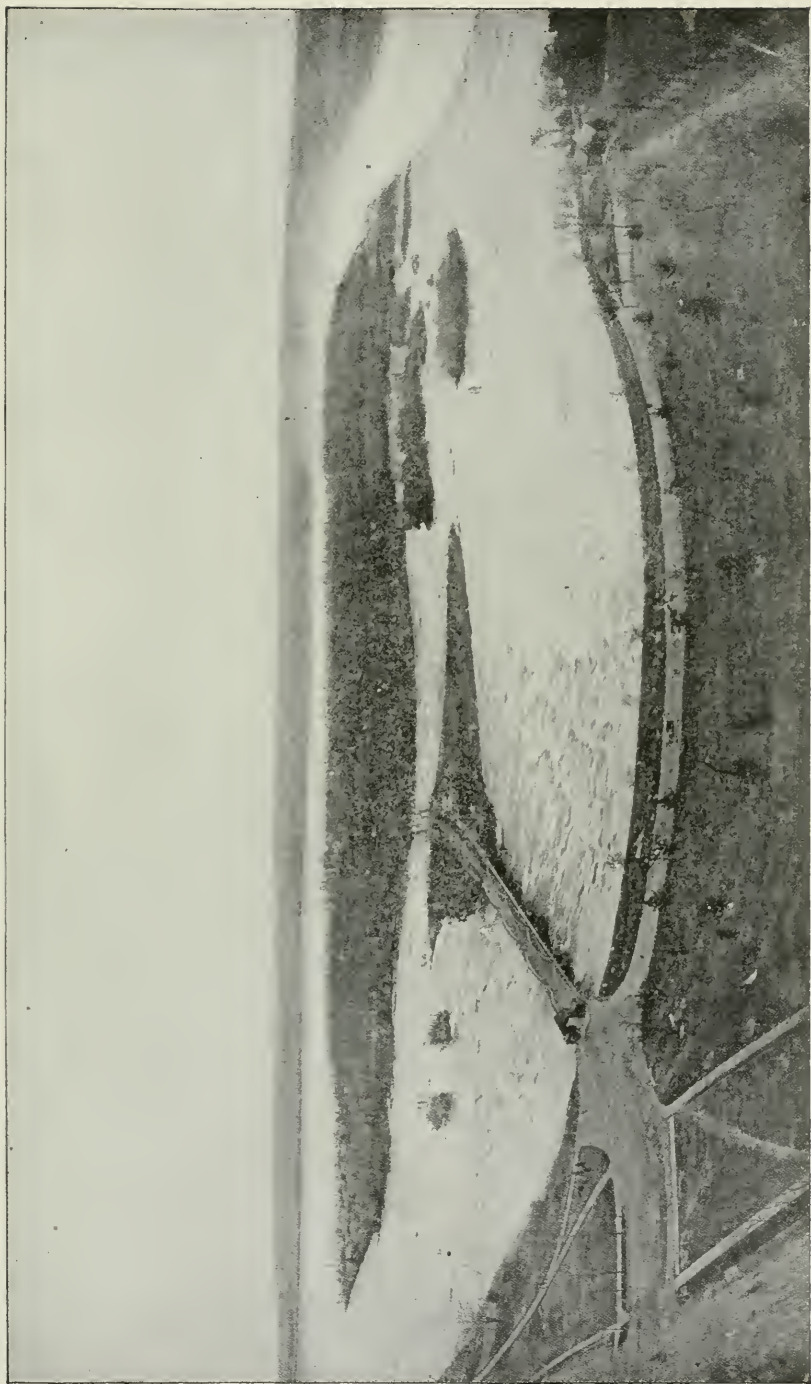
And who is he  
That questions me?  
From whom hast thou thy form,  
Thy life, thy soul?  
My waters roll  
Through day, night, sunshine, storm.

In grateful praise  
To him, I raise  
A never ceasing song  
To that dread one,  
To whom stars, sun,  
Earth, ocean, all belong.

Thou too adore  
Him ever more  
Who gave thou all thou hast;  
Let time gone by  
In darkness die  
Deep buried in the past.

And be thy mind  
To him inclined  
Who made earth, heaven and thee—  
Thy every thought  
To worship wrought,—  
This lesson learn of me.





BIRDSEYE VIEW OF GOAT ISLAND GROUP.



## GOAT ISLAND.

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Goat Island, as the words are ordinarily used, means the group of islands and islets situated between the American and Canadian rapids, at the verge of and just above the Falls of Niagara.

This group consists of Goat Island, which is half a mile long and a quarter of a mile broad, running to a point at its eastern end, comprising 70 acres; and 16 other islands or masses of rock, varying in size from an average of 400 feet to 10 feet in diameter.

Five of these islands and the Terrapin rocks are connected with Goat Island by bridges. Many years ago the two small islands above Green island were also thus accessible. As Goat island divides the Falls themselves, so it divides with them the interest of visitors; for it is *the* one spot at Niagara. If only one point here were to be visited, that one spot, beyond all question, should be Goat Island.

From it, with the one exception of the grand general view to be obtained from the Canada shore, are to be seen all the best views of Niagara, including both falls, both rapids, the gorge and the rainbows. And of Niagara, the Terrapin rocks, accessible only from Goat Island, are the scenic, as they are the geographical center, its very epitome. To Goat Island have been applied numerous epithets, among them the Temple of Nature, the Sacred Isle, the Fairy Isle, the Enchanted Isle, the Isle of Beauty, the Shrine of the Deity, and less poetic, but perhaps most truthful of all, the words quoted on the title page, "the most interesting spot in all America."

“It is interesting to consider that many of the trees now standing on Goat Island looked down on the first recorded visit of a white man to the Falls, and have remained the only living witnesses of those important scenes in the drama of European conquest in America, which were enacted at this all-important portage in the great water route to the heart of the continent. The savage chiefs and conquering generals, the tribes and armies that moved along this well-known track from Ontario, and launched their vessels on the river above Goat Island, are gone, but the trees that shadowed the flashing stream still remain to make the past real and brings vividly to memory our wonderful progress.”

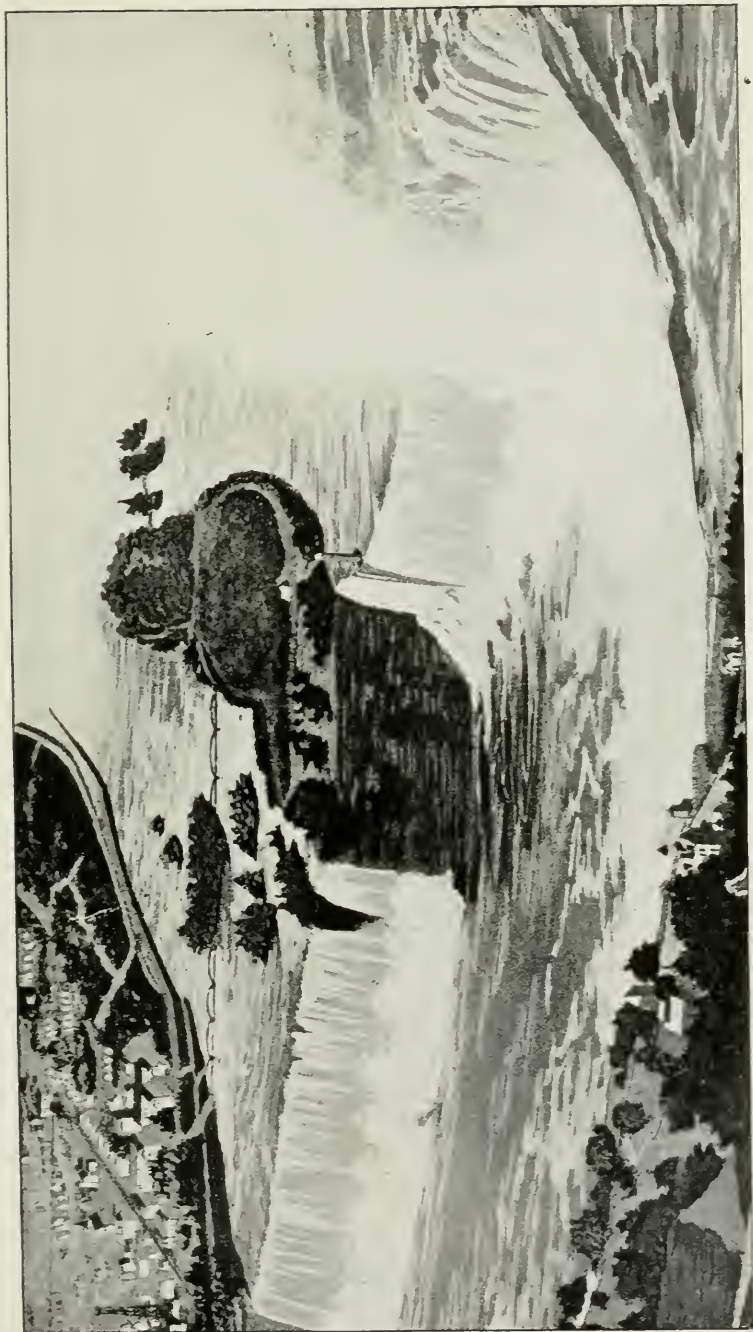
The Island embraces over two-thirds of the acreage, and by reason of its location is by far the most important part, of the New York State Reservation at Niagara.

“It is a paradise; I do not believe there is a spot in the world which within the same space comprises so much grandeur and beauty.” This expression by a Boston divine, 70 years ago, is but a condensation of what many others since then have verbally expressed, in longer, but certainly in no more forcible, words.

The purchase of this property by the Empire State in 1885, was the tangible fulfillment of the following opinion, uttered half a century before, that “Niagara does not belong to Canada or America. Such spots should be deemed the property of civilized mankind; and nothing should be allowed to weaken their efficacy on the tastes, the morals and the enjoyments of all men.”

It is a group, or speaking collectively, a spot, wondrous in many aspects; wondrous from its location, wondrous from its geology, wondrous from its botany, wondrous from its scenery, and famous, if not wondrous, from its history.





GOAT ISLAND GROUP, FROM UPPER TERRACE, CANADA.



## ITS GEOLOGY.

During the last 75 years geologists have written a great deal about Niagara, and from it speculatists have deduced theories as to the antiquity of the earth, trying to prove

" That He who made it, and revealed its date  
To Moses, was mistaken in its age."

In early geological days this entire section was covered by the salt waters of the Devonian seas, which is proved by the shells of the *Conularia Niagarensis*, found in the shale underlying Goat Island and along the gorge; this shale having once been the muddy bottom of these seas, and this shell being found only in salt water.

At a later geological period, on top of what is now this shale, at the bottom of a warm ocean, still covering all this land, grew a vast, thick and solid bed of coral, of which ancient life the Niagara limestone of today is a monument.

Subsequently these two ancient and contiguous sea bottoms, then solid stone, were uplifted and by the configuration of the earth hereabouts the original Niagara river was formed. In general terms its course was similar to that of the present river (though its volume was not as great) as far north as the Whirlpool, from whence it ran, in a broadening channel, to St. Davids, westerly from its present outlet; and prior to the coming of the ice age it had cut this channel back certainly to the Whirlpool, and perhaps even farther south.

Next came the glacial period, when this part of the country was enveloped with a covering of ice, (working down from the northeast) similar to that now covering Greenland, though having a depth of perhaps a mile or more. This ice age, as approxi-

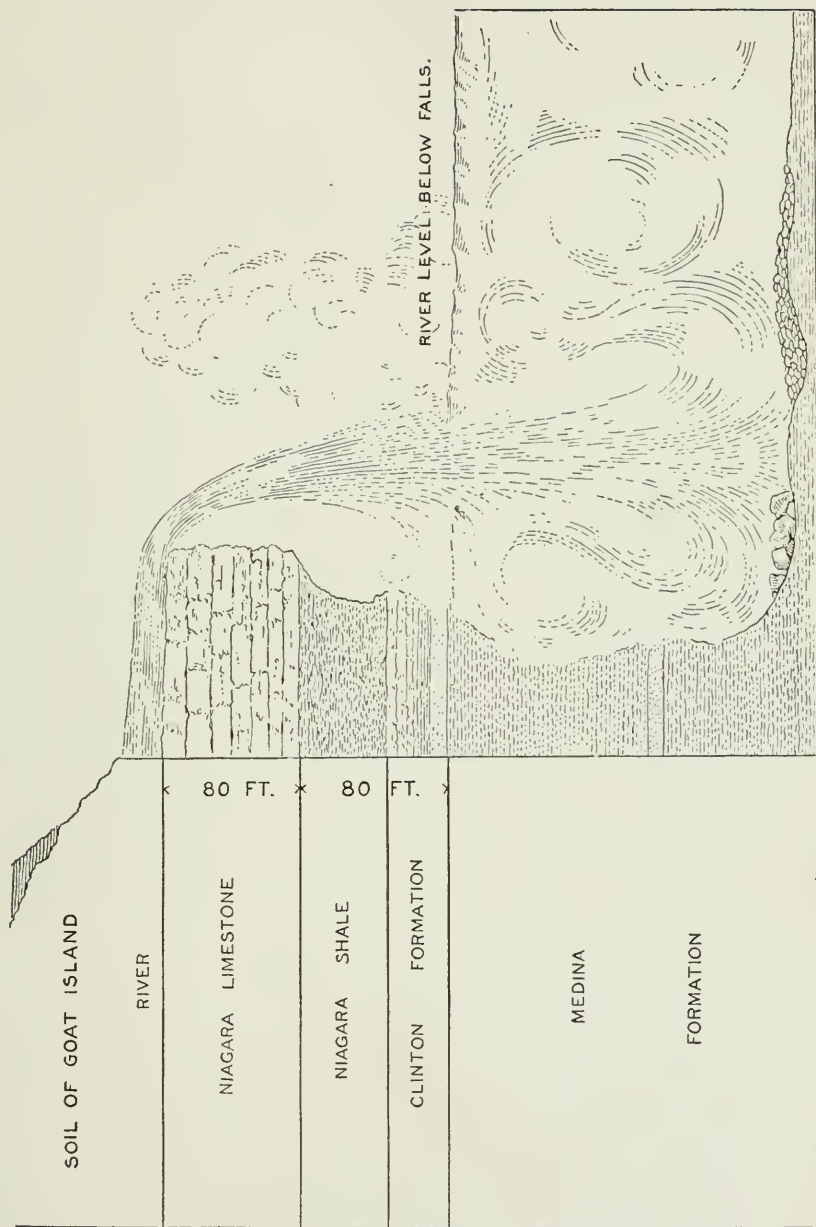
mately determined, lasted 50,000 years and closed about 200,000 years ago.

This ice sheet as it moved forward and southward broke off all the projecting points of rock, and scraped all the rocks themselves bare. Its presence and power are attested by the scratchings and markings on the smoothed surfaces of the top layer of rock wherever it is laid bare today, as far south as the Ohio river, and is apparent on Goat Island. This ice sheet brought down in its course not only boulders from the far north and northeast, but its own vast accumulations and scrapings and ebrasions, which we call "drift," it being of a marine derivation; and with this drift the ice sheet filled up (and with its enormous weight pressed compactly) all valleys, gorges and indentations of the earth in its course, among them the old outlet or bed of the Niagara river from St. Davids to the Whirlpool.

The sectional view of Goats Island's rocky substrata shows what enormous grinding force must have been exerted on the top rock above the present western end of Goat Island, (for of course there was no gorge west of the Island then), so much of the limestone having been gouged out by the ice. In this excavated cavity, drift was deposited by the ice. Many of the boulders brought here in the ice age, carried perhaps hundreds of miles, have been collected in this section and used in the construction of the handsome stone bridges that have been built on the Reservation, on the main shore opposite Goat island.

On the recession of the ice sheet a second Niagara river came into existence.

The weight of this vast ice sheet had canted or tilted the land to the northeast, so that at its recession the waters of the present three great northern lakes flowed east by the Ottawa and later, as the land rose, by the Trent valley. As this second Niagara



PROF. SHALER'S SECTIONAL VIEW OF NIAGARA.



river drained only the Lake Erie basin, and as Lake Erie was very much smaller than at present, it worked at first in a small channel, was of small volume and had but small rock cutting power to take up the work or erosive process of the earlier Niagara river, which had drained only this same Lake Erie basin.

This is the period, again referred to, when the present channel to the south and west of Goat Island (the Canadian Channel) was made.

It should be noted that the land to the northeast is even yet rising, or slowly regaining its former level. This bears on our subject in that in time, in the upper lake region the present slight slope to the southeast will be entirely overcome, and then the waters of the three great upper lakes will find their discharge to the westward, and the Niagara river will again drain only the Lake Erie basin and as a result will enormously decrease in volume.

If when this time comes the two falls shall have eaten their way back past Goat Island they will have left it an elevated and isolated Island, or more probably a promontory, whose little forest will be perched on a rocky base over 200 feet above the rapids, below the falls. The Island itself will be narrower than at present on account of the action of the elements.

If, however, when that time shall come the American Fall shall not have receded far (and judging from its recession during the last 200 years, it is improbable that it will have), its channel, by the great lessening of the flow of the river will become dry and Goat Island, and the American channel, between it and the main shore, will become once more a part of the American mainland, and there will be but one small fall in the Canadian channel.



The second Niagara river gradually merged itself into a vast fresh water lake, formed by the melting ice and heavy rainfalls, and covering all the Lake Erie basin, and gradually rose in level until it stood fully 100 feet above the present rocky bed of Goat Island.

Its northern boundary was the escarpment or ridge whose lowest point was just above the present village of Lewiston, which point is 32 feet above the present level of Lake Erie. Here the rising waters first broke over the dam and here Niagara Falls were born.

From here they cut their way back to the Whirlpool, for the waters found it easier to cut a new channel back through the soft rock from this point in the embankment than to scour out the old drift filled channel (which was at the very bottom of the lake) from the Whirlpool to St. Davids.

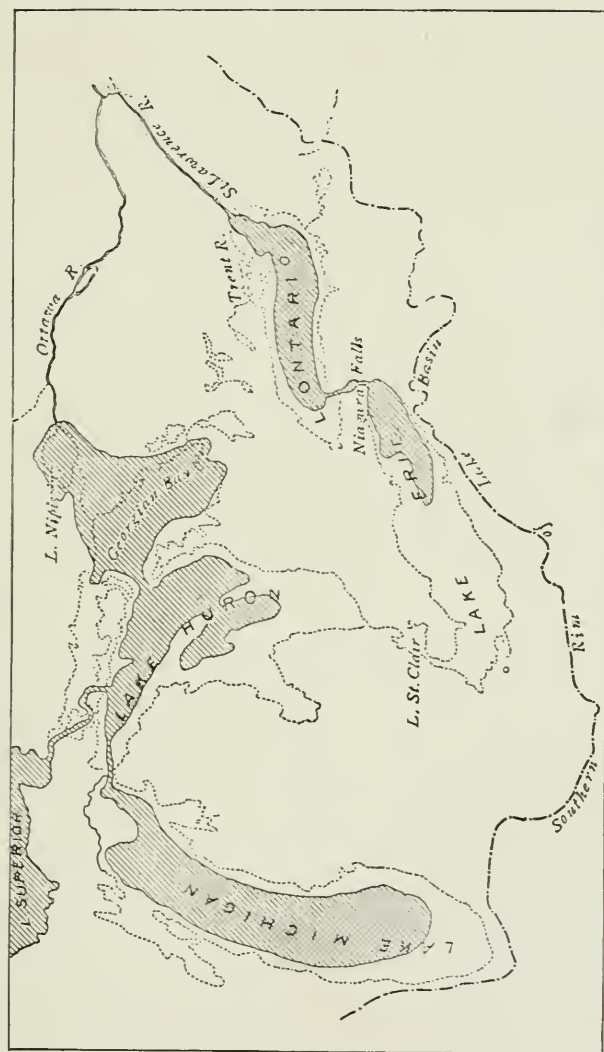
The flow of the lake set towards the falls and brought down from the Erie basin fluviatile deposits in large amounts during the succeeding years, depositing them all along the bottom of the lake. It is of these fluviatile deposits, consisting of sand, and loam (excepting a comparatively small layer of drift next to the top rock) that the soil of Goat Island is formed.

This Goat Island soil, more than any surface in this section is the geologists' paradise. While some lands and forests near here may not have been cultivated by man, the western end of Goat Island is an absolutely unique piece of virgin forest.

Most of the time it has been, in general terms, inaccessible to man; and since accessible by bridges, no cutting of the trees, no clearing of the land nor cultivation thereof, no pasturing of cattle, in fact no disturbance of the soil, has been permitted.

Here then is the original drift, with the subsequent over lying alluvial deposits and accumulations, **undisturbed by man.** And





LAKE REGION, AFTER THE MELTING OF THE GREAT GLACIER. MODERN LAKES IN  
LIGHT BROKEN LINES, ANCIENT LAKES, SHADED.



when, as in this case, in this undisturbed fluviatile deposit are found fresh water shells, it proves that the Niagara river to-day flows through what was once the bottom of a vast fresh water lake that covered all this section.

As the falls cut their way back to the Whirlpool, so their height diminished and the level of this fresh water lake fell until finally there came a time when the land of what is now Goat Island, rose above the waters. That this lake existed at a comparatively recent geological period is proven by the fact that these shells now found on Goat Island are identical in species with those found inhabiting the Niagara river and Lake Ontario to-day. According to the most accurate calculation, the consensus of geological opinion is that 35,000 years have elapsed since the falls were at Lewiston, which is seven miles away; and that the fluvial deposits on the Island began as soon as the river rose over the moraine at the foot of Lake Erie, can scarcely be doubted.

That in 35,000 years there is no specific difference between the ancient shells found in the soil of Goat Island, and their existing representatives and progeny in this locality is wonderful indeed.

As geologists differ by thousands of years as to how long it took the falls to cut their way from Lewiston ridge to their present location it would be impossible to say when in the history of this section the waters had so far drained off, that the muddy deposits overlying the rocky bed of what is now Goat Island, first appeared above the slowly receding waters of the lake, unless we adopt some length of time for this work as a basis.

But it is not so difficult, by noting the elevation of the land, the trend of the rocks and the depth of the overlying "drift,"

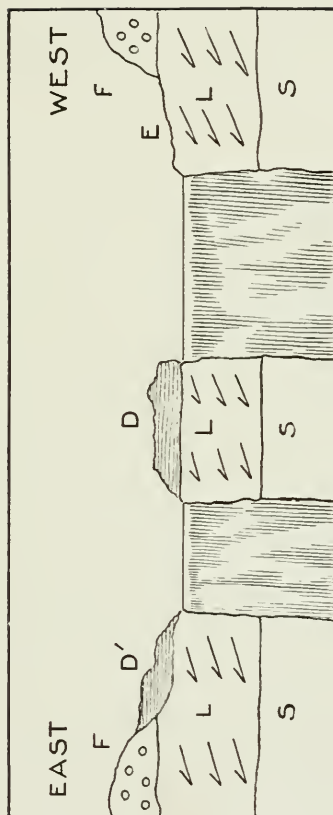
to locate approximately where the falls were when this occurred. At that time, judging from the present levels of the land, the falls must have been at a point nearly a mile north of the present location of the Horseshoe Fall. And if we accept, as above, one foot a year as a fair average estimate of the recession of Niagara from Lewiston Heights in the more recent geological time, say since the Christian era, it must have been between four and five thousand years ago that the soil of Goat Island, then a part of the mainland, first appeared; and probably it is nearly as long since it became an island.

In speaking of the recession of Niagara, I refer to the recession of the Horseshoe Falls, for they recede several hundred times as fast as the American Falls; for in the time that the Horseshoe has receded from Prospect Point, at the lower or northern edge of the American Falls, across the width of these American Falls and across the width of Goat Island to their present position, the American Fall has receded but a very few feet.

Hence on these deductions, Goat Island has existed as an island from about the time of the Flood, or from about 2300 B. C.

This proves the statement that "In a scientific sense the island is of trifling antiquity, in fact it would be difficult to point out in the western world any considerable tract of land more recent in its origin."

As the Canadian Fall is lower in level than the American Fall, and as the main body of water and deepest channel appertain to this Canadian Fall, it is certain that the channel of the second Niagara river, which of course, after the lake was drained off, was at the lowest level of this old lake bed, was practically identical with the Canadian channel of the river just above the falls today; that is to the south and west of Goat Island.



L. Limestone 80 feet thick. S. Shale 80 feet thick.  
D. Fresh water Strata Goat Island 29 feet thick.  
D'. Same formation - American shore.  
E. Ledge bare Limestone Canada Shore. F. Ancient Drift.  
SIR CHARLES LYELL'S SECTION OF NIAGARA.



Then Goat Island was a part of the American mainland, and the rocky bed of the river between the Island and the shore, where to-day are the American rapids, was also part of the mainland and covered with soil like that on Goat Island.

Then came a time, perhaps some hundreds of years afterwards, when, in the steady rising of the land at the northeast towards the elevation that it had before it was depressed by the ice, the outlet of the three upper lakes to the east was cut off; and the waters seeking a new outlet found it by what is now the St. Clair river into Lake Erie.

By this means the volume of the Niagara river was suddenly and enormously increased. This permanently raised the level of the river, and part of this increased volume of water poured over the lowest point of the mainland near where Goat Island is to-day, this point being in the present channel of the American rapids and along the American shore up stream, and this rush of waters cut and swept away the soil down to the rock, leaving and thus forming Goat Island.

Probably at the same time and in the same manner were cut off and formed the small islands that now lie on both sides of Goat Island, though they were at the first larger and being joined together, fewer in number than at present.

Certainly up to the time of the cutting of the channel of the American Fall, the river shore of what is now Goat Island extended very much farther up stream, and probably after the Island itself was formed its upper end extended much farther eastward; for at its eastern end, now called "the parting of the waters," a sandy bar extends some hundreds of yards up stream. On this bar and south of it the depth of water is to-day less than three feet, and in the winter its whole length is covered with

ice that lodges there. This entire bar was no doubt at one time covered with soil and was a part of Goat Island, the land being gradually washed away by the water, aided in its work by frost and ice.

One author says "One of the early chronicles states that the island contained 250 acres of land," but I have been unable to find that chronicle.

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## ITS BOTANY AND FOREST BEAUTY.

"The groves were God's first temples."

Sir Joseph Hooker, the noted English Botanist, has said that he found on Goat Island a greater variety of vegetation within a given space than he had found elsewhere in Europe or east of the Sierras in America, and Dr. Asa Gray, the greatest of American Botanists, confirms that statement.

The man today most familiar with the botany of Goat Island is David F. Day, who at the request of the Reservation Commissioners recently prepared a list of the Flora of the islands and Reservation. From his report to them and from his other writings, I quote:

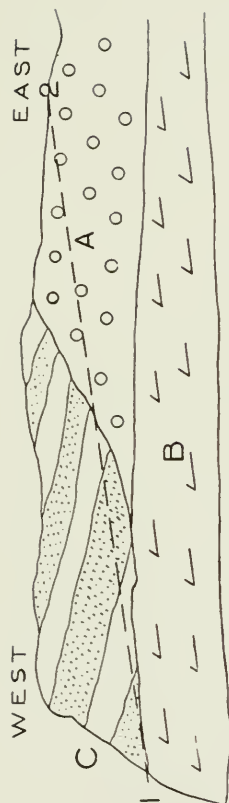
"The vegetation of the island is that which might be expected to luxuriate upon a deep calcarious soil, enriched with an abundance of organic matter."

"The Flora of Goat Island presents few plants which may be called uncommon in Western New York."

"Goat Island is very rich in the number of its species."

"Its vernal beauty is attributable, not merely to its variety of plants, conspicuous in flower, but also to the extraordinary





A. Upper thin bedded Niagara Limestone.

1, 2. Present surface of Niagara River, at the Rapids.

B. Massive compact Niagara Limestone.

C. Alluvial drift and fresh water beds of Gravel, Sand and Loam, with Shells.

SIR CHARLES LYELL'S SECTION OF GOAT ISLAND, 2500 FEET LONG.



abundance in which they are produced. Yet it seems likely that there was a time, probably not long ago, when other species of plants of great beauty, were common upon the island, but which are not now to be found there. It is hardly possible that several orchidaceous plants and our three native lilies did not once embellish its woods and grassy places. Within a little while the harebell has gone and the Grass of Parnassus is fast going. This is undoubtedly due to careless flower gatherers, who have plucked and pulled without stint or reason. The same fate awaits others that do so much to beautify the island, unless the wholesale spoilation is soon arrested."

Mr. Day then suggests that pains be taken to re-establish on the Island the attractive plants which it has lost, stating that the success of the effort would be entirely certain and thereby the pleasure of a visit to the Island would be greatly enhanced to many visitors. And he rightly adds "it would surely be a step and not an unimportant one in restoring the island to the state in which nature left it."

No doubt many of the seeds from which started the first foliage and forest, as well as many succeeding species were planted by the river at its inception and in subsequent decreasing levels.

In another article Mr. Day says: "The tourist who takes enjoyment in the shadows of a forest, almost unchanged from its natural condition, in the stateliness and symmetry of individual trees planted by the hand of nature herself; in the beauty and fragrance of many species of flowers growing without cultivation and in countless numbers; in the ever varying forms and hues of foliage and in the constantly shifting panorama of the animated creation so near the scenes of human activity and occupation and yet so free from their usual effects, will find on the

islands which hang upon the brink of the great Cataract, an abundant gratification of his tastes and an exhaustless field for study."

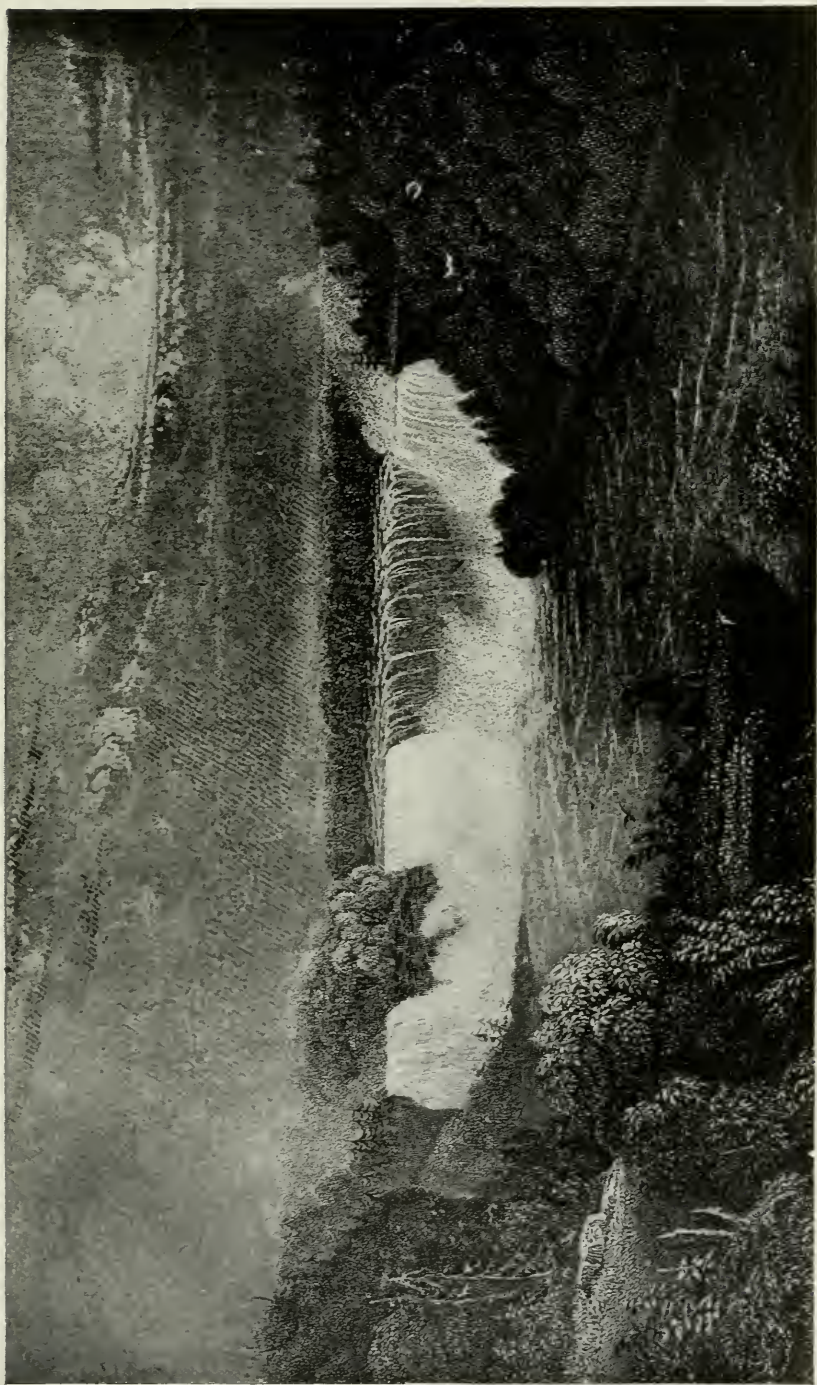
"A calcarious soil enriched with a abundance of organic matter like that of Goat Island would necessarily be one of great fertility. For the growth and sustentation of a forest and of such plants as prefer the woods to the openings it would far excel the deep and exhaustless alluvians of the prairie states."

"It would be difficult to find within another territory so restricted in its limits so great a diversity of trees and shrubs and still more difficult to find in so small an area such examples of arboreal symmetry and perfection as the island has to exhibit."

"The island received its Flora from the mainland, in fact the botanist is unable to point out single instance of tree, shrub or herb, now growing upon the island not also to be found upon the mainland. But the distinguishing characteristic of its flora is not the possession of any plant elsewhere unknown, but the abundance of individuals and species, which the island displays."

"There are to be found in Western New York about 170 species of trees and shrubs. Goat Island and the immediate vicinity of the river near the falls can show of these no less than 140." There are represented on the island four maples, three species of thorn, two species of ash, and six species, distributed in five genera, of the cone-bearing family. The one species of basswood belonging to the vicinity is also there.

Mr. Day's catalogue of plants, in his report to the Reservation Commissioners, gives 909 species of plants to be found on the Reservation, of which 758 are native and 151 are foreign. Margaret Fuller Ossoli wrote: "The beautiful wood on Goat Island is full of flowers, many of the fairest love to do homage there. The wake robin and the May apple are in bloom, the former



NIAGARA. BY THOMAS COLE.





white, pink, green, purple, copying the rainbow of the falls, and fit to make it garland for its presiding Deity when he walks the land, for they are of imperial size and shaped like stones for a diadem. Of the May apple I did not raise one green tent without finding a flower beneath."

Frederick Law Olmstead wrote: "I have followed the Appalachian chain almost from end to end, and travelled on horseback 'in search of the picturesque,' over 4,000 miles of the most promising parts of the continent without finding elsewhere the same quality of forest beauty which was once abundant about the falls and which is still to be observed on those parts of Goat Island where the original growth of trees and shrubs has not been disturbed, and where from caving banks trees are not now exposed to excessive dryness at the root.

"All these distinctive qualities, the great variety of the indigenous perennials and annuals, the rare beauty of the old woods, and the exceeding loveliness of the rock foliage I believe to be a direct effect of the falls and as much a part of its majesty as the mist cloud and the rainbow. They are all as it appears to me to be explained by the circumstance that at two periods of the year, when the Northern American forest elsewhere is liable to suffer actual constitutional depression, that of Niagara is assured against ills and thus retains youthful luxuriance to an unusual age.

"First the masses of ice which every winter are piled to a great height below the Falls and the great rushing body of ice cold water coming from the northern lakes in the spring, prevent at Niagara the hardship under which trees elsewhere often suffer through sudden checks to premature growth. And second, when droughts elsewhere occur, as they do every few years, of such severity that trees in full foliage droop and dwindle

and even sometimes cast their leaves, the atmosphere at Niagara is more or less moistened by the constantly evaporating spray of the Falls, and in certain situations bathed by drifting clouds of spray."

In 1785, years before the island was bridged, St. John de Crevecoeur in a long letter describing Niagara wrote: "You then come to an island covered with trees and shrubs, whose foliage and situation have a very happy effect amidst the turbulent scenes around."

And nowhere else is to be found a more beautiful piece of virgin forest, where nature protected it from man's encroachment by its insular position; where a rich alluvial soil furnished the trees with food, and nature's bounty provided them with drink from the ever-present spray. And, lastly, luckily when man acquired occupation and possession, the Island and forest became the property of those by whom its soil was not disturbed, but was left as nature herself for hundreds of years had preserved it. Truly we can say with Longfellow:

"This is the forest primeval. The murmuring pines and the hemlocks,  
Bearded with moss, and in garments green, indistinct in the twilight,  
Stand like Druids of eld, with voices sad and prophetic."

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## ITS HISTORY.

### INDIAN OWNERSHIP, 1600-1764.

In taking up its history chronologically, let us start with Goat Island, in the very early pre-Columbian days, when this section was inhabited or certainly visited by those unknown Indians to whom we refer as Aborigines.

We do not know the name of the tribe that inhabited this section prior to about 1600, but at that time the Neuter nation dwelt on both sides of the Niagara river. In 1651 the Senecas,





PATH ON GOAT ISLAND.



the nearest neighbors of the Neuters on the east, and themselves the westernmost tribe of the Iroquois, suddenly attacked the Neuters and annihilated them; and by reason of the conquest claimed their lands. And this claim was recognized as valid by the other Indian tribes, and therefore later on by the white man. In this way Goat Island passed into the hands of the Senecas, who held it for over 100 years. To the Senecas, as well as to the Neuters and the Aborigines, Goat Island was a sacred spot. To them it was the abode of the Great Spirit of Niagara. In the spray they saw the manifestation of their Deity, in the thunder of the cataract they heard his voice—

“ And the poor Indian whose untutored mind  
Sees God in clouds and hears him in the wind.”

believed that he could sometimes even see, in the ever shifting clouds of mist, the outlined figure of Him whom he worshiped. The Island's use to the Aborigines appears to have been as a burial ground, and tradition says that in its soil rest the remains of many an Indian warrior, interred there hundreds of years ago; over whose mounds to-day stand trees of great age. Here, says the same untraceable tradition, was interred the body, when recovered, of the “ fairest maiden of the tribe,” who was annually sent over the Falls, in a white canoe decked with flowers, as the noblest possible sacrifice to the Great Spirit.

There is no written nor published record, that I know of, of any Indian burial taking place on the Island. Hennepin makes no mention of this use of it, as he would in all probability have done had the Senecas, or even had their immediate predecessors, the Neuters, buried their warriors here. But he says “ the island is inaccessible.” Hence we can only assume that these graves long antedate his visit, and are the graves of Aborigines.

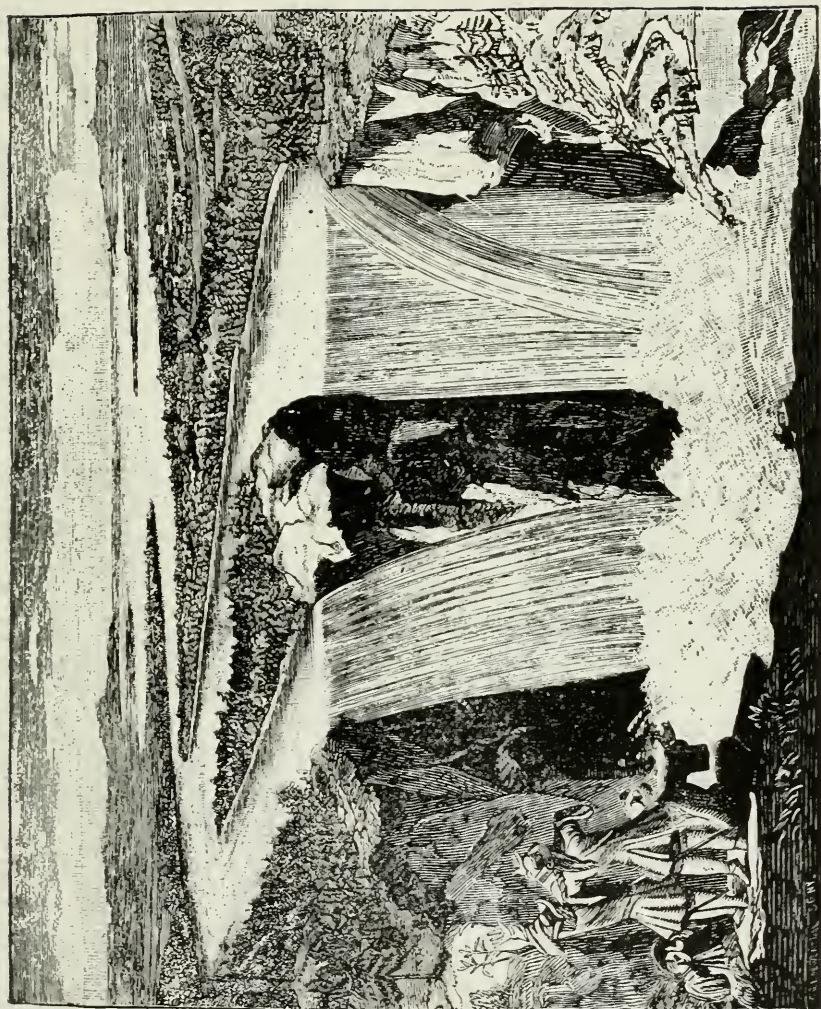
In 1834, the skeleton of a young female that had been dug up on Goat Island shortly before, was in the Museum of the Boston Medical College. This may possibly have been the skeleton of that heroine of the "Legend of the white canoe" who was the last "fairest maiden" to be sacrificed to Niagara's Deity. It was found interred in a sitting posture; and it is said that "the graves on the island were in a sandy spot, each body in a separate grave, always in a sitting or squatting posture, and without ornaments." Can this position of burying their dead be any aid in tracing the tribe or stock to which the Aborigines about Niagara belonged? It has been further advanced as possible that these Indian burials on the Island took place when the Island was a part of the mainland, but this seems to me to be improbable.

Goat Island, practically as it is to-day, has existed for many hundred years, and its insular position, so difficult of access, added to its sacred character as the home of Deity, must have been one of the main reasons for its selection by the Indians as their warriors' burying ground.

Tradition tells us that the Indians of long ago made annual pilgrimages to Niagara, often coming great distances, to offer to the Great Spirit sacrifices of the spoils of the chase, of war, and of the crops. Further, the chiefs and warriors, invoking blessings for the future, used to cast into its waters offerings of their weapons and adornments. We must assume that at least these offerings were made from Goat Island, as no "brave" would have been considered worthy of the name who could not reach the insular abode of the Great Spirit, from thence to offer up his invocation.

While there are references to Niagara Falls, though not by name, in works published from 1604 on; in *Champlain*, in the





FIRST KNOWN PICTURE OF NIAGARA. 1697.



*Jesuit Relations*, in *De Creuxius*, etc., I know of no reference to Goat Island until Hennepin, who first saw it in December, 1678, mentions it, saying of Niagara: "Its fall is composed of two sheets of water and a cascade with an island sloping down," and in the English edition of his works, he tells of "This wonderful downfall with an isle sloping along the middle of it."

And in the same work, when he again saw Niagara on his return from the West, he says: "After it has run thus violently for six leagues it meets with a small sloping island about half a quarter of a league long and near 300 feet broad, as well as one can guess by the eye, for it is impossible to come at it in a canoe of bark, the waters run with that force. The isle is full of cedar and firr, but the land of it lies no higher than that on the bank of the river. It seems to be all level even as far as the two great cascades that make the main fall. The two sides of the channel which are made by the isle, and run on both sides of it, overflow almost the very surface of the earth of said isle, as well as the land that lies on the banks of the river to the east and west, as it runs south and north. But we must observe that at the end of the isle on the side of the two great falls there is a sloping rock which reaches as far as the Great Gulph into which the said waters fall; and yet the rock is not at all wetted by the two cascades which fall on both sides, because the two torrents which are made by the isle throw themselves with a prodigious force, one towards the east and the other towards the west, from off the end of the isle where the Great Fall is."

La Hontan, who saw Niagara in 1687, when he accompanied De Nonville in the expedition to build Fort Niagara, wrote of the Island: "Towards the middle of the water-fall of Niagara we

descry an island that leans toward the precipice as if it were ready to fall."

These remarks of Hennepin and La Hontan show that 200 years ago the upper portion of the western end of Goat Island projected out over the gorge, and, as the softer shale at the base of the cliff above the debris slope had then crumbled away, it must have given to this end of the island that sloping or about-to-fall appearance mentioned.

All of this overhanging cliff has, since 1790, tumbled into the gorge below.

In speaking of the beasts that try to cross the river just above it La Hontan calls it "that unfortunate island." He published no view of Niagara. He was a soldier and possible sites for forts interested him more than wonderful scenery.

For seventy years after Hennepin published his, the first known picture of Niagara Falls, and therefore of Goat Island, numerous pictures of them appeared, mostly in geographies and books of travel, published in many languages and in several countries of Europe. All of these pictures, while varying in details, were based mainly on Hennepin's; all showing Goat Island as extending far up stream; but some of them represented it as very narrow at the cliff and throughout its length, while others broadened it even more than Hennepin did.

Between 1719, when Joncaire established his cabin or warehouse at Lewiston, with French attendants, and 1725, when the French built and garrisoned their second Fort Niagara, some of these men may have and probably did visit the Island: indeed there is no one to whom we can, with more probability of being correct, ascribe the honor of having been the first white man to set foot on Goat Island than to Joncaire. He was an adopted





THE LEGEND OF THE WHITE CANOE.



child of the Senecas, and the man to whom Charlevoix refers as speaking "with all the good sense of a Frenchman and with all the eloquence of an Iroquois."

As the garrison at Fort Niagara, from 1725 to 1759 was usually a large one, it is more than probable that a number of these adventurous French officers and soldiers were at various times piloted to the Island in the canoes of the Senecas, who lived in this section and who were the firm friends of the French. In January, 1751, there appeared in London, in the Gentlemen's Magazine, a picture of Niagara Falls and a letter from the Swedish Naturalist Peter Kalm, who had visited the Falls the year before.

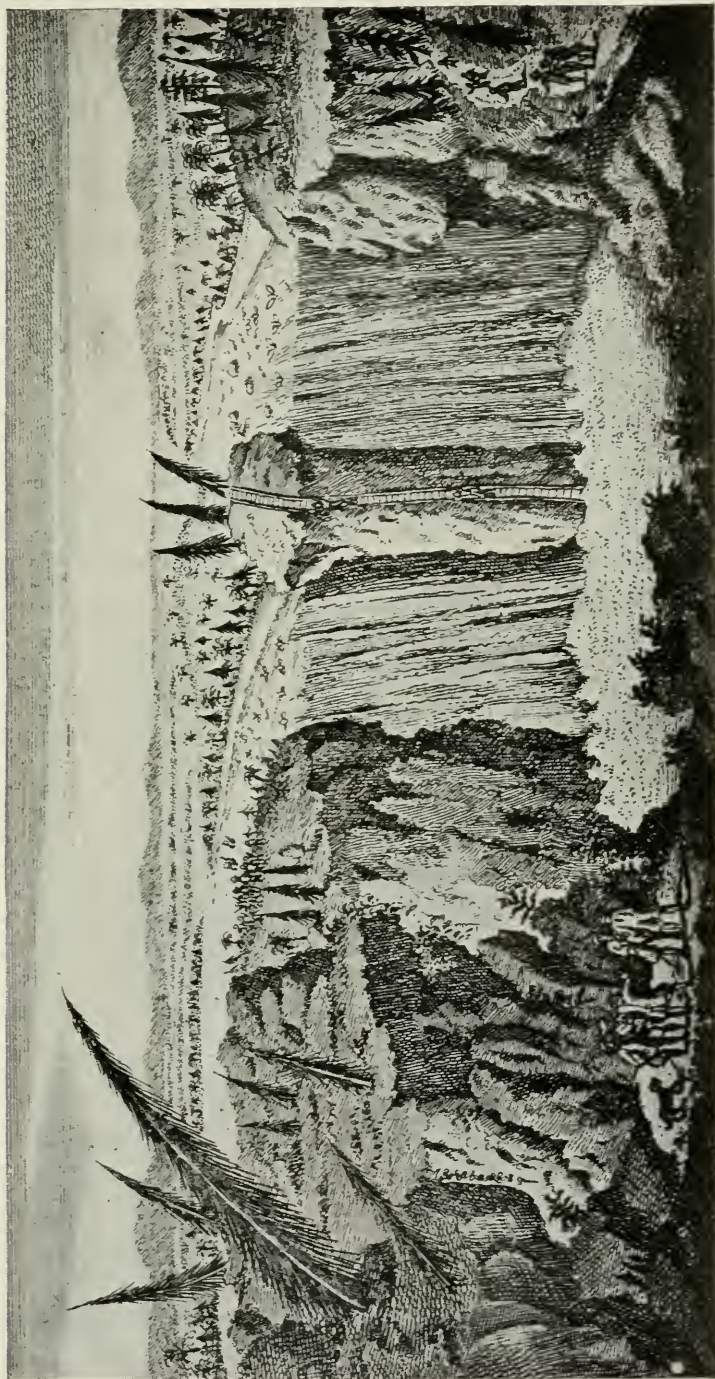
This picture, without the ladders on the Goat Island cliff, was a fair sample of the pictures of Niagara up to that time, and is reproduced herewith. In the letter, Kalm tells of two Indians who, twelve years before (that is in 1738), had gone in a canoe on the river above the falls, but having some brandy with them, became intoxicated, and lying down to sleep in the canoe, were carried down stream so far that the noise of the falls awakened them. By great effort they reached Goat Island, but their canoe seems to have been carried over the falls. After some time, two or three days probably, being nearly starved, and seeing no other possible way of escape they made ladders of the long vines that grew on the Island, and fastening the ends at the bank above, let them down the cliff and descended by them to the waters edge below. Here they tried to swim across the river, but the waves repeatedly beat them back, bruised, onto the Island's base. Discouraged, they ascended their ladder and finally attracted, by their cries, the attention of two Indians on the main shore. These, seeing the situation, hastened to report it to the commandant at Fort Niagara.

“He caused four poles to be shod with sharp irons. As the waters that ran by the Island were then shallow, two Indians took upon them to walk thereto by the help of these poles, to save the other poor creatures, or perish in the attempt. They took leave of their friends as if they were going to death. Each had two poles in his hands to set to the bottom of the stream to keep them steady. So they went and got to the Island, and having given poles to the two poor Indians there, they all returned safely to the main shore. Those two Indians who in this above mentioned manner were first brought to this Island are still alive. They were nine days on the Island.”

“Now, since the road to this island has been found, the Indians go there often to kill deer, which have tried to cross the river above the falls and were driven upon this island by the stream.” But, Kalm adds, “If the king of France were to give me all Canada, I would not venture to go to this island; and were you to see it, Sir, I am sure you would have the same sentiment.” Kalm also in this letter, makes the first mention I find anywhere of small islands adjacent to Goat Island, saying, “On the west side of this island are several small islands or rocks of no consequence.”

Another account of evidently this same story, tells how the rescuers were provided by the blacksmith at Fort Niagara, with long stilts shod with iron points, on these they walked to the Island, carrying two extra pairs of stilts, and all four Indians “stilted” back to safety. While the inventor of this last story avoided the incongruity of having men walk on foot across a channel where the water now at least is ten or twelve feet deep, his stilt story is almost as absurd.

Later on a traveler heard the story in this way: “By making long bark ropes and carrying them a considerable distance up



AN EARLY PRINT OF NIAGARA. 1751.





the stream, they succeeded in floating one end against the Island by which means they were enabled to rescue the poor wretches from certain death." The inventor of this story evidently did not know that the current would carry the end of the rope away from, not towards, Goat Island. In 1759 the English captured Fort Niagara and secured complete control of all this section. In 1763 the Senecas planned and executed the Devils Hole massacre, from which only one man of the English escort escaped, John Stedman by name. Amid a shower of bullets and arrows he spurred his horse and dashed in safety to Fort Schlosser, nearly five miles away. He subsequently claimed that the Senecas, marvelling at his escape, and believing the Great Spirit had given him a charmed life, gave him all the land between the Niagara river and the line of his flight, some five thousand acres in all. The Senecas do not appear to have paid any attention to his claim, although during his lifetime Stedman seems to have occupied unmolested, such lands in his claimed grant as he chose, but only a small part thereof. When his descendants set up their claim, under this Seneca grant, they could produce no deed nor proof of one. They claimed that Stedman gave the deed to Sir William Johnson for safe keeping, and that it was destroyed when Sir William's residence, Johnson Hall, was burned.

They kept up the fight until about 1823, when the State of New York, after their claim had been declared worthless, ejected them from such lands as they occupied under the claim.

In 1764, at the great treaty held at Fort Niagara, between Great Britain and nearly all the Indian tribes of North America, Sir William Johnson obtained for England from the Senecas all the land along the Niagara river, four miles wide, averaging two

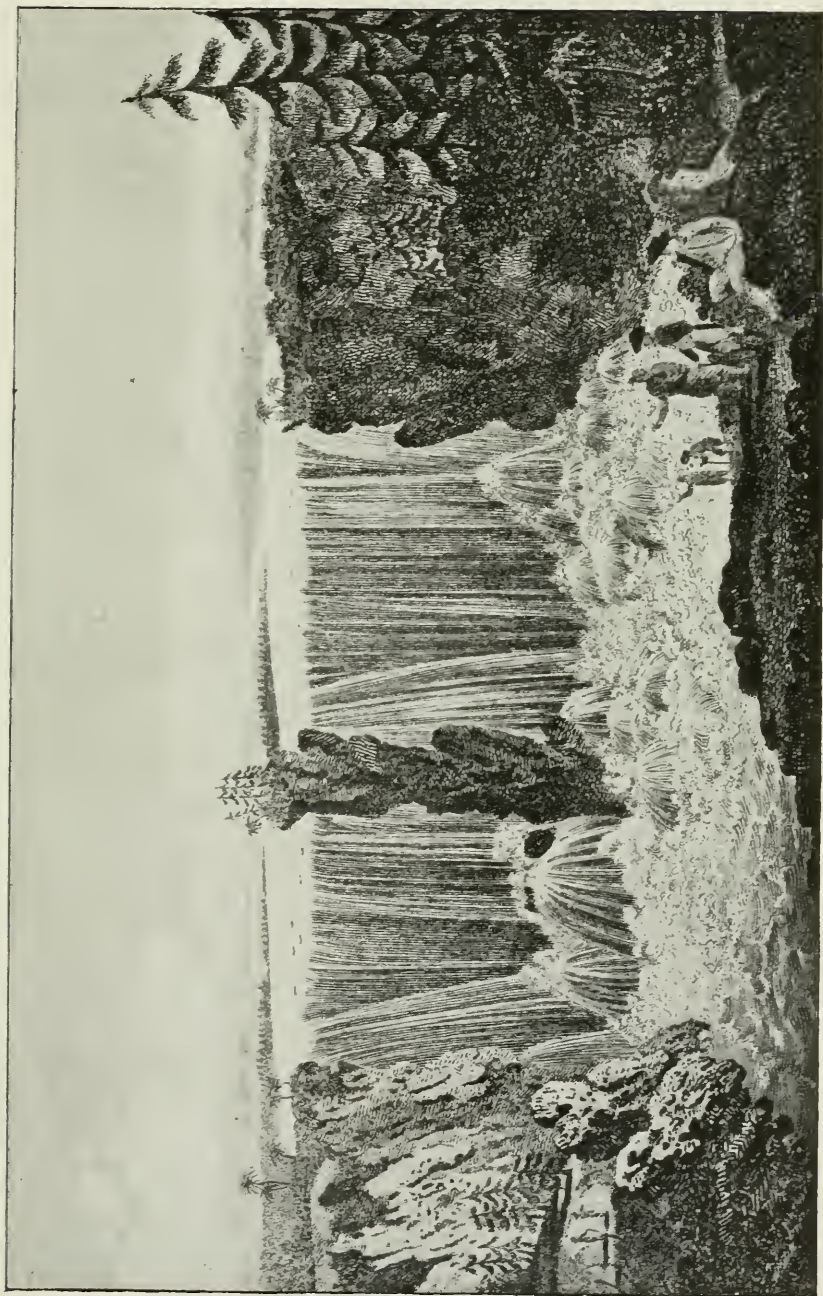
miles in width on each side thereof, from Lake Ontario to Lake Erie. The diplomatic Senecas specially excepted from this grant all the islands in the river.

Only the year before that nation had attacked the English, in the Devils Hole Massacre, and had then been obliged to sue to Sir William Johnson for peace and reconciliation. And even at this great treaty gathering they had not kept their promise to him of being present, and had come to it only after he had arrived at the fort and finding them unrepresented, had sent a special messenger to them and threatened to send Bradstreet's army to punish them if they did not at once appear and fulfil their former promises. These they had just fulfilled, and now they begged Sir William Johnson personally to accept from them all the islands in the Niagara river "as a token of their regard for him, and in remembrance of the trouble they had from time to time given him."

Johnson's influence with the Indians was unbounded, he had been married to a sister of the great Mohawk warrior Brant, he was England's Indian agent, and so far as dealing with Indians of all tribes was concerned, he was the most influential white man that ever trod the continent of North America. Such a man's friendship was worth having at any time, especially to the Senecas at that time, even if paid for by the gift of many islands, Goat Island included.

Sir William Johnson accepted the proffered gift, fearing a loss of influence with the Senecas if he refused. But the English military law of that period forbade officers to accept presents, and certainly in cases of gifts of land, which could not be kept secret, the law was obeyed. So Sir William at once presented all these islands to the English Crown.





AN EARLY PRINT OF NIAGARA. 1783.



And thus in 1764, this wondrous, though as yet unnamed Island, passed from the possession of the Senecas and into the possession of the Crown of England.

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## SOVEREIGN OWNERSHIP.

1764—1816.

In 1764 there came to Fort Niagara, in Bradstreet's army, in the British service, a man destined in after years to be a conspicuous figure in Colonial history, Israel Putnam. He was lieutenant-colonel of a Connecticut regiment, and tradition says that during the month that Bradstreet's army lay encamped at that fort he visited Goat Island on a wager; being the first white man to set foot thereon. A long rope was fastened to a boat, its other end being secured on the shore, and it was paid out as the boat was swiftly paddled, by its Indian guides, to the Island. The boat and its occupants were later hauled back to the mainland. The story in itself is by no means improbable, for it is easily possible to-day to go to Goat Island by boat, starting well up stream and keeping over the bar that extends far easterly from the Island, and it has been very frequently done during the past 100 years. Stedman, referred to later on, is reported to have gone to the Island on horseback, and by swimming his horse out to the sandy bar well up stream and letting the animal walk to the Island on the bar, on which the water is always shallow, it might easily be accomplished. It is much more than probable, however, that white men had been on the Island before 1764.

In 1768, an English officer, Lieut. Wm. Pierie, then stationed at that same fort, made, from the Canadian side, a sketch of Niag-

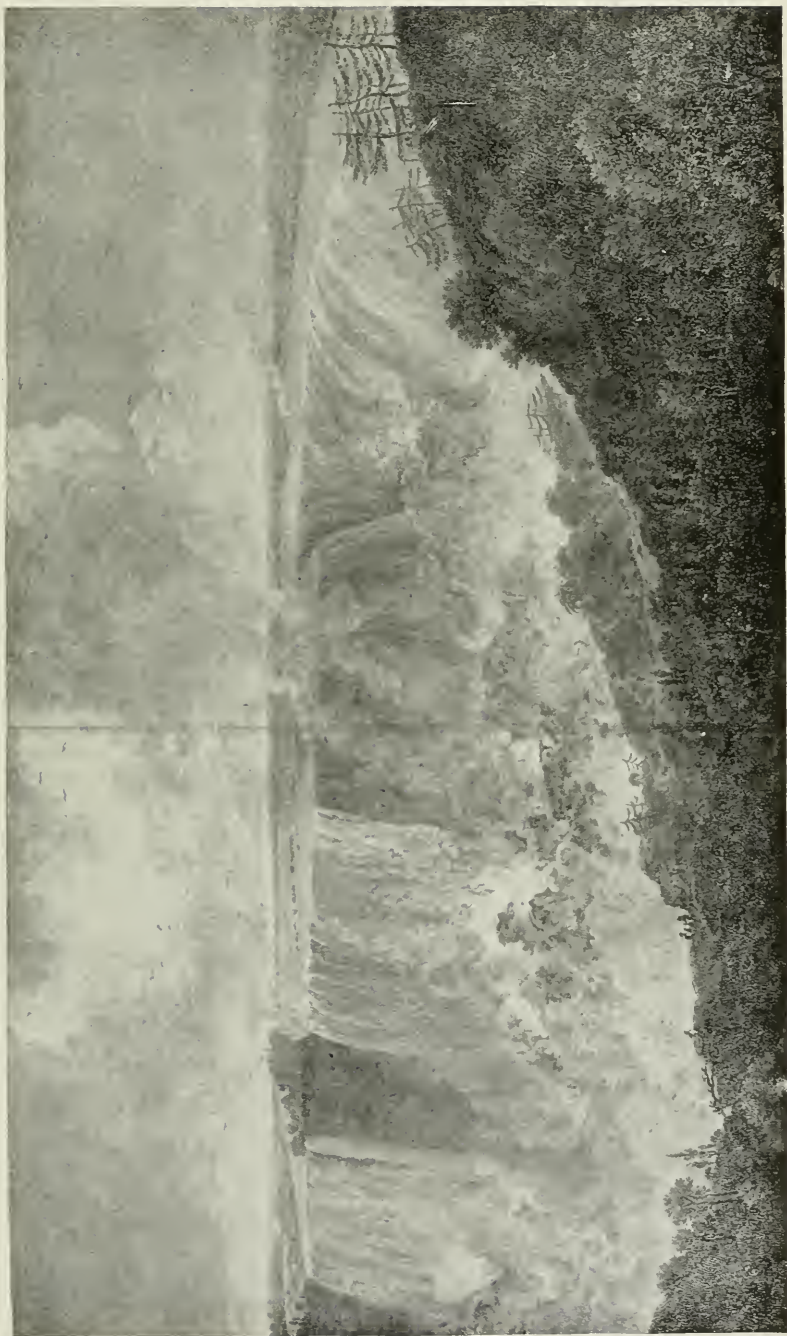
ara Falls, which was engraved and issued the next year. While containing inaccuracies, this view of the Falls stood forth to the world as the first picture of them ever published that had the merit of approximate truthfulness of delineation, and at the same time any artistic pretensions.

Prior to 1770 John Stedman, before referred to, as claiming under a deed from the Senecas all the land on the American side near Niagara Falls, had construed this claim so as to include Goat Island, and had cleared a portion of the upper end thereof and raised thereupon a fine crop of turnips. In the fall of that year he placed on the Island a number of animals, among them a male goat. His expressed object in putting these animals there was to get them out of the reach of the bears and wolves which then prowled, practically unmolested, about his home on the main shore, some two miles further up stream. That winter was a very severe one. Why he left the animals uncared for is unknown, but by spring all but the goat were dead.

His tenacity of life gave his name to his Island prison, and Goat Island it has been called ever since. Whether the goat died on the Island is not known. So thoroughly has this name become attached to the Island that it would seem impossible now to change it, were it so desired, which it is to be hoped it will not be. In 1819, when the Commissioners under the treaty of Ghent were engaged in determining the boundary line between the United States and Canada, Gen. Porter, one of the Commissioners, and also an owner of Goat Island, proposed to call it "Iris Island," and it was so designated in the minutes of, and on the maps published by, the Commissioners.

But the traveling public of the world would have none of it; Goat Island it was; Goat Island it should remain. So they called





LIEUT. PIERIE'S SKETCH OF NIAGARA. 1763.



it; so they continued to call it; and so it is known even until to-day, in literature and in cartography; and that is why the title of this pamphlet reads, not "Iris Island," but "Goat Island."

At the close of the Revolution, in 1783, by the treaty of Paris, England relinquished all claim over her American colonies, and their lands. Thus Goat Island passed into the possession of the State of New York. That treaty provided that the line of division between Canada and the United States should run "along the middle of the communication [between Lake Erie and Lake Ontario] into Lake Erie."

Under this wording the State of New York most naturally claimed Goat Island, and subsequently the Commissioners, under the treaty of Ghent, fixed the following boundary line at this point, which is still in force: "Thence [from a point in Lake Ontario opposite the mouth of the Niagara river] to and up the middle of the said river to the Great Falls; thence up the Falls through the point of the Horseshoe, keeping to the west of Iris or Goat Island, and of the group of small islands at its head," thus fully sustaining New York's contention. It was not until a year and a half after the signing of the treaty of Ghent, which was signed March 24, 1814, that the State of New York parted with the title to Goat Island; and not until 1822 that the Commissioners under said treaty signed their decision and thus fixed our northern boundary line.

It is also certain, with the large English garrison at Fort Niagara from 1759 until after the Revolution, and even until 1796 (until which date England held Fort Niagara) that many adventurous Englishmen visited Goat Island, and of this we have more substantial proof than we have of the earlier visits of Frenchmen.

Isaac Weld, who visited the Falls in 1796, says, "The Commodore of the King's vessels on Lake Erie, who had been employed on that lake for upwards of thirty years, informed me that when he first came into the country [that would be in 1776], it was a common practice for young men to go to the island in the middle of the Falls; that after dining there they used frequently to dare each other to walk into the river towards certain large rocks in the midst of the rapids not far from the edge of the Falls; and sometimes to proceed through the water even beyond these rocks. No such rocks are to be seen at present; and were a man to advance two yards into the river from the island, he would be inevitably swept away by the torrent."

Chataubriand, who saw the Falls in 1790, says, "Between the two Falls there is an island, hollow underneath, and which hangs with all its trees over the chaos of the waves," thus proving Hennepin's statement of the island "sloping down."

P. Campbell, in 1793, relates a curious story about the Island having been so "overrun with rattlesnakes that it was dangerous for a person to walk on it until a parcel of swine were put on it and which nearly rooted them out."

The title to Goat Island was not involved in the dispute, at the commencement of this century, between Massachusetts and New York regarding the ownership of the western part of the latter state.

Judge Augustus Porter first visited Goat Island in 1805, going by canoe. He found at its upper end the clearing of a few acres made many years before by Stedman.

He also found carved on the trees thereon the dates, 1769, 1770, 1779, 1783; which is pretty substantial proof of visits to the Island having been made by Englishmen as before claimed.





CAVE OF THE WINDS AND ROCK OF AGES.



Of course, since the Island was bridged, thousands and thousands have visited it; so that an early date now readable on any tree thereon, may have been carved by a visitor of much more recent years.

In 1811 Augustus Porter, in behalf of his brother and himself, applied to the State of New York for the purchase of the Island. His petition read as follows:

“To the Honorable the Legislature of the State of New York, in Senate and Assembly convening; the petition of the subscriber humbly sheweth, that your petitioner is an inhabitant of the town of Cambria, in the County of Niagara. That his place of residence is surrounded by a large body of unsettled lands, which are likely to remain so for a long time, which afford a shelter for wolves and other wild animals, owing to which the raising of sheep is rendered extremely difficult. That, in the Niagara river, directly opposite to the residence of your petitioner there is a small island owned by the people of the State, called Goat island, containing as your petitioner believes, about 100 acres, where sheep might be with great safety kept. Your petitioner therefore prays that your honorable body will pass a law authorizing the commissioners of the land office to sell to your petitioner this said island at a fair price, to be determined by appraisal, or in such other way as your honorable body in your wisdom may deem proper, and your petitioner will ever pray.

AUGUSTUS PORTER.”

February 23, 1811.

The petition was referred to the Surveyor General, who reported as follows: “The surveyor general, on the petition respectfully reports, that the petitioner is settled on the shore of the Niagara river opposite to an island of about 100 acres called Goat island, which he is desirous of obtaining for the purpose

of keeping sheep free from wolves and other wild animals, which on account of the country it is difficult to do. This island is about 7 chains from the east shore, with its lower end butted on the precipice over which the Niagara river falls at the great Cataract. On account of the great velocity of the current which descends to the island and sweeps its sides, the passage to and from it is difficult and considered so dangerous that few have attempted it. The petitioner, however, thinks that by means of projections from the shore he can lessen the difficulty and danger of the passage, and is willing for that privilege he prays for, to pay the Senate a reasonable addition to what he appraised as its fair value. From the circumstances stated it must be evident that the value of the island must very materially depend on its being an appendage to the estate on the shore directly opposite it. Should the Legislature judge proper to authorize a grant of it to the petitioner, it ought to be with the proviso that the Indian title to it be first extinguished.

Respectfully,

SIMEON DE WITT."

February 22, 1811.

It would appear from the dates that the Surveyor General had made out a not unfavorable report on the petition, the day before the latter was signed.

The Legislature declined to authorize the sale however, stating as its reason that it expected to use the Island itself, erecting thereon in the near future either a State prison or a State arsenal.

Judge Porter still kept on raising sheep, and still wanted Goat Island, and he finally outwitted the State, and obtained it. In 1814 he found out that Samuel Sherwood, a prominent lawyer, owned an instrument called a "float," given to him by the State of New York, in consideration of a failure of title to some lands



FIRST BRIDGE TO GOAT ISLAND, 1817.





he had purchased of it. This "float" authorized the bearer to locate 200 acres on any of the unsold or unappropriated lands of the Commonwealth. For himself and his brother, Augustus Porter bought this instrument from Sherwood, and with it duly assigned and attested, he started east. As soon as the stagecoach could land him in Albany, he hastened to the office of the Land Commissioners, and stepping up to the desk laid down the "float," remarking, perhaps in a tone of exultation, "There, damn it, I want Goat Island;" stating at the same time that he located a sufficient acreage of the float to cover that and the adjacent islands.

He got them, but necessary formalities took nearly two years. In October, 1815, the necessary survey was completed, and it was only a few weeks before that the State extinguished the Indian title to the islands, and could give a good title to them. This cession from the Senecas was dated at Buffalo September 12th, 1815, and under it these Indians reserved the right of "hunting, fishing, and fowling in and upon the waters of the Niagara river and of encamping on the said islands for that purpose," which rights, in law, did they care to exercise them, the Senecas still possess. The compensation paid by the State of New York to the Senecas for the cession of all the islands in the Niagara river within the jurisdiction of the United States (which included Goat Island) was \$1,000 in cash and \$1,500 a year in perpetuity.

It was not until November 16th, 1816, that Daniel D. Tompkins, Governor of the State of New York, signed the "patent" or deed, transferring these islands to Augustus Porter, of which interesting document (now in the possession of the author) a copy is given in this pamphlet. Augustus Porter at once deeded a half interest in the Goat Island group to his brother, Gen. Peter B. Porter.

## PRIVATE OWNERSHIP.

1816—1885.

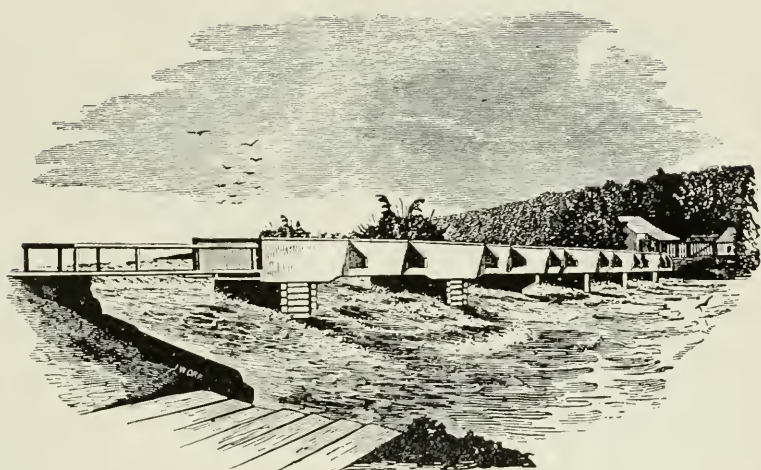
The Porter brothers immediately made arrangements to get a bridge to Goat Island, and in the spring of 1817 a wooden structure (of which a reproduction is given) was erected, at a point some 50 rods up stream from the present bridge. When it was completed every visitor to Niagara was glad to pay toll in order to get on to the Island, and by the end of the year 1817 it was evident that Goat Island was worth more as a pleasure resort than it ever could be worth as a sheep pasture.

So the proverbial idea of separating the sheep from the goats (in this case putting the sheep on the Island and leaving the goats on the mainland) was abandoned. The small island above this first bridge, shown in the engraving, if it ever existed, has long since been washed away.

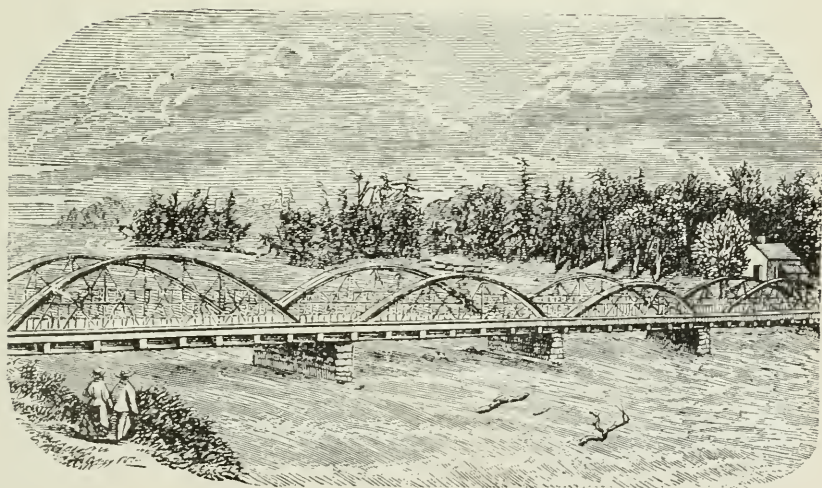
So bold was this enterprise of bridging the rapids considered, that years afterwards Margaret Fuller Ossoli suggested that the Great Spirit of Niagara "had punished General Porter's temerity with deafness, which must have come upon him when he sunk the first stone into the rapids."

The heavy masses of ice coming down the river in the early months of 1818 struck against the unprotected piers of the bridge with such force as to carry them away. Promptly with the coming of spring, 1818, the Porter brothers erected a second but a more substantial wooden bridge. They selected a site further down stream and built it from the mainland to Bath, or as it is now called Green Island, and from that island they built another bridge to Goat Island. These were built on the sites of the present bridges, their builders correctly assuming that by reason





SECOND BRIDGE TO GOAT ISLAND. 1818.



THIRD BRIDGE TO GOAT ISLAND. 1855.



of the descent of the river over the rocks, in the space between the destroyed and the new structure, the huge cakes of ice would be so broken up that comparatively little damage would be done to the new piers.

These two bridges (a cut of the one leading from Green Island to the main shore is given) with ordinary repairs stood till 1855, when they were replaced by the iron structures that to-day afford access to the Island.

In reply to the oft asked question how were these bridges built, let me answer; two giant trees about 80 feet long were felled in the vicinity, and hewed square on two opposite sides. A level platform, protected on the river side by cribbing, was built on the main shore. The two logs, parallel and some 8 feet apart, were laid on rollers, and with their shore ends heavily weighted with stone, were pushed out over the rapids. On each log a man walked out to the end, carrying with him a sharp iron pointed staff. A crevice in the rocky bed of the river having been found under the end of each of these logs, the staff was driven down into it, and to it the end of the log was firmly lashed. Plank were then nailed on these logs, and on this bridge stones were dragged out and laid in a pier, around these staves and under the end of either log, until a rocky foundation supported both timbers. Each succeeding span was then built in a like manner. While the bridge was in process of construction, Red Jacket, the famous Seneca, was on the bank an interested spectator. As the first span was successfully completed, and the erection of the bridge thus assured, some one asked him what he thought of it. Rising majestically, and drawing his blanket close about him, he muttered: "Damn Yankee," and stalked away.

Thus Goat Island was accessible to the public; and in 1818,

on the completion of the bridge, was made the first road around it. On the western and southern sides of the island it was built out beyond the upper edge of the land of to-day; for since that date some four rods in width on the western side and nearly 10 rods in width on the western half of the southern side of the Island have been washed away.

Here on the "Island of Iris, at the Falls of Niagara, Friday, the 4th day of June, 1819" (so read the minutes), when their survey had reached the mouth of the Niagara river, met Gen. Peter B. Porter, commissioner on the part of the United States of America, and John Ogilby, commissioner on the part of his Britannic Majesty under the treaty of Ghent, with their secretary and attendants, in regular session. Among other things accomplished at this session, they resolved "that on the arrival of the surveyors, who were daily expected from Lake Ontario, where they had been engaged in completing some unfinished business of last year, they proceed to the survey of the Niagara river and its islands and on the completion thereof continue the survey of the [boundary] line between the United States and Canada."

Among the illustrious visitors to the island in 1825 came the Marquis of Lafayette, then the guest of the United States; who after a delightful walk of two hours left the Island, which appeared to him "like an aerial garden sustained by clouds and surrounded by thunder," regretting "that its distance from France would not permit him to purchase it as it would make a delightful residence."

Lafayette's secretary, M. La Vasseur, added to his account of the visit "The surrounding currents of water offer an incalculable moving power for machinery, which might be easily applied to all sorts of manufactories."





SHIP AND BRIG ISLANDS AND "LOVER'S BRIDGE."



The owners of the Island were then power users and power developers, but were opposed to any such uses of this Island. They did develop power and erect mills on the main shore; and the one mill (a paper mill) whose erection was later permitted on one of the smaller islands, was allowed solely to enable one of the sons of Augustus Porter to start in business.

About 1826 a few deer (which had been plentiful in the vicinity) were placed on the Island, but the visitors of that day took such a delight in chasing them that, in their fright the animals, one by one, fled into the river and were carried over the falls. The great attraction on the Canadian side at this time was Table Rock, a projecting ledge just at the edge of the Horseshoe Fall, and, as an offset to that, in 1827 a bridge was built from Goat Island out to what is now known as Terrapin Rock. It was about 300 feet long, and the end of the bridge projected about 10 feet beyond the edge of the falls, forming an absolutely unique and dangerous point of observation. The heavy timbers of the bridge projected out some feet beyond the end of the bridge itself.

The next attraction built on the Island was the Biddle Stairs, enabling people to reach the slope below the island. They were erected in 1829, at the suggestion of Nicholas Biddle, of United States Bank fame, and he contributed a part of the expense of their erection. These stairs, after a period of 60 years of uninterrupted use, still afford the only means of descent to the debris slope below and to the Cave of the Winds.

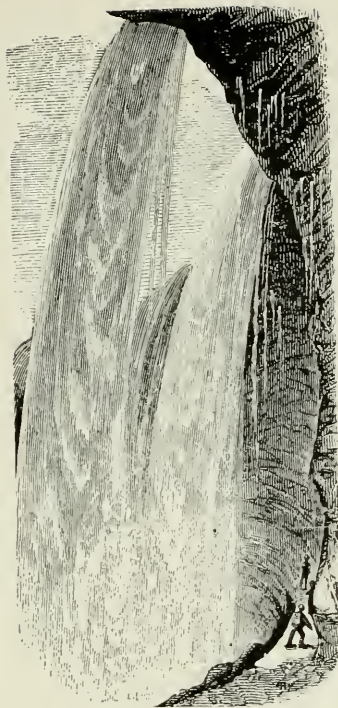
Soon after their erection in the same year, there appeared at Niagara that man whose name is yet a synonym of high jumping, Sam Patch. The cliff of Goat Island appealed to him and his entreaties gained him permission to erect on the slope below the



Island and north of the Biddle Stairs, a platform from which he made, successfully, two leaps, 95 feet high, into the deep waters below. The platform from which he jumped was supported by (and also reached by) two enormous ladders whose lower ends rested upon the huge rocks at the waters edge, the ladders themselves leaning far out over the waters. Their upper ends were fastened by ropes to the top of the rocky slope on which the lower end of the Biddle Stairs rest. Midway of their length they were also fastened to the bank by ropes. Guy ropes, extending respectively up and down stream, kept the ladders from swaying sideways.

In the same year there came to Niagara Capt. Basil Hall, of the Royal British Navy; an extensive traveller and a voluminous writer. He admired and criticized Niagara; wrote learnedly and entertainingly about the pressure of the atmosphere behind the sheet of water, and left in his works his approbation of the decision of the owners of the Island to retain it in its natural state; and also took credit that his expressed views in favor of this course "may have contributed in some degree to the salvation of the most interesting spot in all America."

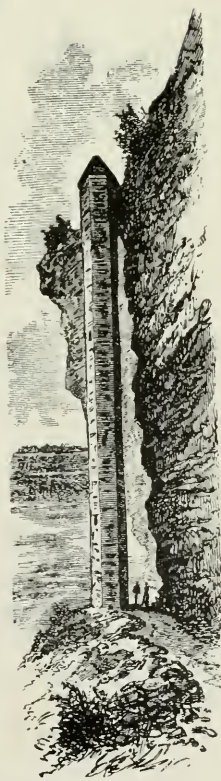
The same summer there appeared at Niagara that remarkable stranger, Francis Abbott, whose name will always be associated with this locality, as "The Hermit of the Falls." Young, learned, cultivated, and versed in the arts, he sought solitude and communion with nature. English relatives supplied him with ample money for his simple needs. Intending on his arrival to spend a week here, he passed the remaining year and a half of his life close to the great Cataract. He wanted to build a cabin on the first Sister Island which he proposed to reach by means of a drawbridge, but to this the owners of the Island could not



CAVE OF THE WINDS.



BIDDLE STAIRS FROM ABOVE.



BIDDLE STAIRS FROM BELOW.



consent. Obtaining permission to occupy an unused hut that stood on the north easterly side of Goat Island, he lived there for a year in solitude, save for his dog and his cat; preparing his own meals, writing much, but promptly destroying everything that he wrote, playing often on his flute and guitar; at all hours, but chiefly at night, when he would meet no human being, walking about the Island. He bathed daily, the year around, in the river, usually in the pool below the little fall between Goat Island and the first Sister Island, which thus has received the name of the "Hermit's Cascade." On the timbers that projected out beyond the edge of the bridge at Terrapin Rock, and which extended out even over the gulf, he would venture, walking rapidly right out to the end, and then turning quickly and fearlessly, retrace his steps. From the ends of these timbers he would hang by his hands, his body suspended in mid-air over the abyss, exhibiting absolute fearlessness and strength of will.

The increasing number of visitors induced him to leave the Island, and to occupy a hut on the mainland. Here he lived for six months, and one morning was drowned while bathing near the foot of the American fall. He is buried in the cemetery at Niagara Falls; and his life remains as a wonderful example of the all-pervading influence that Nature at Niagara can exert on an over-sensitive soul.

In the winter of this same year, a remarkable one in the Island's history, it is stated that the cold was so intense, and the ice in the river and in the rapids above so thick, that persons were able to cross to Goat Island without using the bridges; a remarkable fact, if true, and a condition which Nature has never vouchsafed us since; although during the intervening seventy years there have been some remarkably cold periods, notably in recent years,

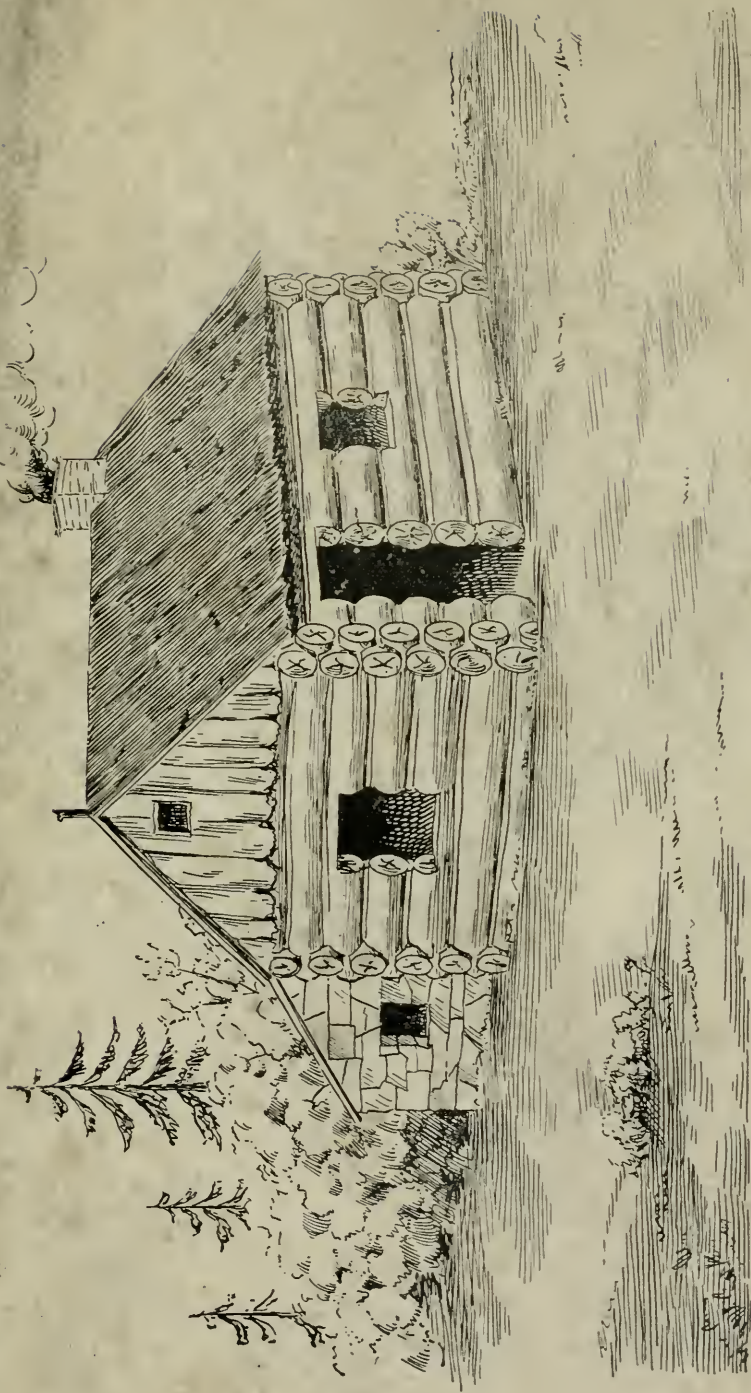
in 1874 and 1896. In the latter year, save for one wide break, over the deepest channel, a solid mass of ice accumulated, below the bridge to Green Island, and between the main shore and the smaller islands and Goat Island, on which many persons walked daily for nearly a week. And one man drove one afternoon from Bath Island down almost to the edge of the American Fall.

In 1833 was built of the stones of this immediate vicinity the Terrapin Tower, close to the edge or brink of the Horse Shoe Fall and quite a distance out from the Island. This tower was the one objective point of all visitors, the Mecca of all pilgrims. Of rude architectural design and construction, it stood for over forty years, a unique and not inharmonious adjunct to the great Cataract.

As the old Terrapin bridge was replaced with the present structure a few years afterwards, and as elderly visitors of to-day regret the disappearance of the old tower, a landmark of a past generation, I reproduce an old engraving of them as they were in 1834.

Familiar as the trip to-day is to many visitors, the first entrance of the Cave of the Winds, or Æolus's Cave, as it was first called, on July 15, 1834, marked an epoch at Niagara. For several years before that date visitors had penetrated a few feet behind the sheet of water below Table Rock on the Canadian side, but the passage behind the small sheet of water that flowed between Goat and Luna islands, and out beyond amidst the waters dashing and plunging in the sunlight, and the journey from rock to rock, and over rushing torrents, in front of this fall and back to Goat Island, was a new trip, with new sensations and new views. The trip is an experience which has been extolled by all who have ever enjoyed it, and it is a trip whose attractiveness has not





THE GOAT ISLAND HOME OF THE HERMIT OF NIAGARA.





been dimmed, but has increased, as the years have gone by; for the rushing, eddying spray and the sheets of water driven with great force against the face of the cliff have year by year eaten into the rocky back of the cave, making it larger and more wonderful with each succeeding summer.

On March 29, 1848, "for that day only," persons walked in the bed of the rocky channel of the American rapids between Goat Island and the mainland and from Goat Island out in the bed of the main channel towards Canada. But the river was not ice bound; its flow was diminished, not entirely cut off, its supply at Lake Erie having been temporarily blocked. Lake Erie was then full of floating ice, crowding to its outlet, the source of the Niagara river. During the previous afternoon a strong north-east wind had driven the ice back into the lake. During the night the wind veered suddenly and blew a gale from the west. This forced the ice floe sharply, in a mass, into the narrow channel or source of the river, quickly blocked it up, and the still advancing ice sealed up this source with a temporary barrier, pushed some feet into the air. It did not take long for the water north of this barrier to drain off, and in the morning, the Niagara river, as men knew it, "was not." The American Falls were dry. The Canadian Falls were a mere shadow of their former selves, a few threads or streams of water only falling over the edge. People, fearful every moment of an onrush of water from up stream, walked in the channels, where, up to that time, "the foot of man had never trod," and where it has never trod since.

The roar of Niagara was reduced to a moan; the spray, and therefore, the rainbows disappeared. All day this phenomenon lasted, but by night the sun's rays and the pressure of Lake Erie's waters had made inroads on the icy dam, and during the night the barrier was swept away. By the next morning the

river again rushed by in its might, and its roar once more proclaimed that Niagara had resumed its sway.

In 1860 two visitors of special note came to Niagara; Blondin, the man of iron nerve, and Albert Edward, heir apparent to the British Throne. The former wanted to stretch a rope from Goat Island's southwestern end to the Canadian shore opposite, and balance pole in hand to cross the gorge, where the column of spray might envelop him in its folds and shut him out of the view of the thousands who would throng the banks to see him risk his life. But Goat Island's owners refused to be parties to such an exhibition, and Blondin stretched his rope across the gorge about half a mile below, and there, in the presence of the Prince of Wales on one occasion, and in the presence of multitudes of people on others, several times crossed the gorge from side to side in safety.

New scenes of great beauty were opened up to visitors by the erection of the bridges to the Three Sister Islands in 1869; but the one point of vantage, the grand old Terrapin Tower, was needlessly torn down in 1873 in order that it might not prove an adverse attraction to the interests of a company which had bought and were about to fence in the last spot of land on the American shore, from which a near view of the Falls could be obtained; a point which so long as it remained in the possession of the owners of Goat Island had been left free to the world. In 1877 the idea of the great hydraulic tunnel had been matured by Thomas Evershed. His plan and proposition was to have the outlet of this tunnel at the base of the slope directly under Goat Island, extending the tunnel eastwards under the Island and then under the bed of the river; placing the mills on the main shore and connecting their wheelpits with the main tunnel by lateral tunnels.



TERRAPIN TOWER, FIRST BRIDGE TO IT, 1829.



The passage in 1879, by the Legislature of the State of New York, of the preliminary act for the establishment of the State Reservation at Niagara precluded the adoption of that route, and necessitated the change thereof to its present location, a change that resulted financially to the benefit of the gigantic enterprise.

The next year Leonard Henkle advanced the idea of generating an electric current at Niagara that should supply New York city and intermediate points with light and power. A balance wheel, 100 feet in diameter, was to be fastened on, and parallel to, the face of the Goat Island cliff; and the induction coils, composed of miles and miles of wire were to be strung across the gorge between Goat Island and the Canadian shore. No progress was made in carrying this scheme into operation and the establishment of the New York Reservation has rendered its consummation, if ever feasible, impossible.

In 1885 an international sentiment in favor of State ownership of the land immediately surrounding the Falls, and rapids, and their restoration to a state of nature, and preservation for all time, free to mankind, took tangible form in the purchase by the State of New York, under its power of eminent domain, of 118 acres of land, including Goat Island, and a tract of land along the river on the American shore, Goat Island being the main feature of the reservation.

This land was bought under appraisal, \$525,000 being paid for the Goat Island group; and on July 15, 1885, all the property so purchased became free forever to the world.

So after a family ownership of nearly 70 years the direct heirs of the original purchasers of this property from the State, ceded it back to it. Save for the one desecration of Bath Island, al-

lowed, as stated before, purely for family reasons, the property was returned to the State in its original and natural condition. On all the other islands the owners had preserved the original forest beauty.

Since 1885 the plan has been to consistently restore, on the Reservation, the natural scenery. On Green Island all traces of the old mill have been removed.

And thus the islands remain, as nature intended them to be, and as they are destined to exist for all time, for "a thing of beauty is a joy forever."

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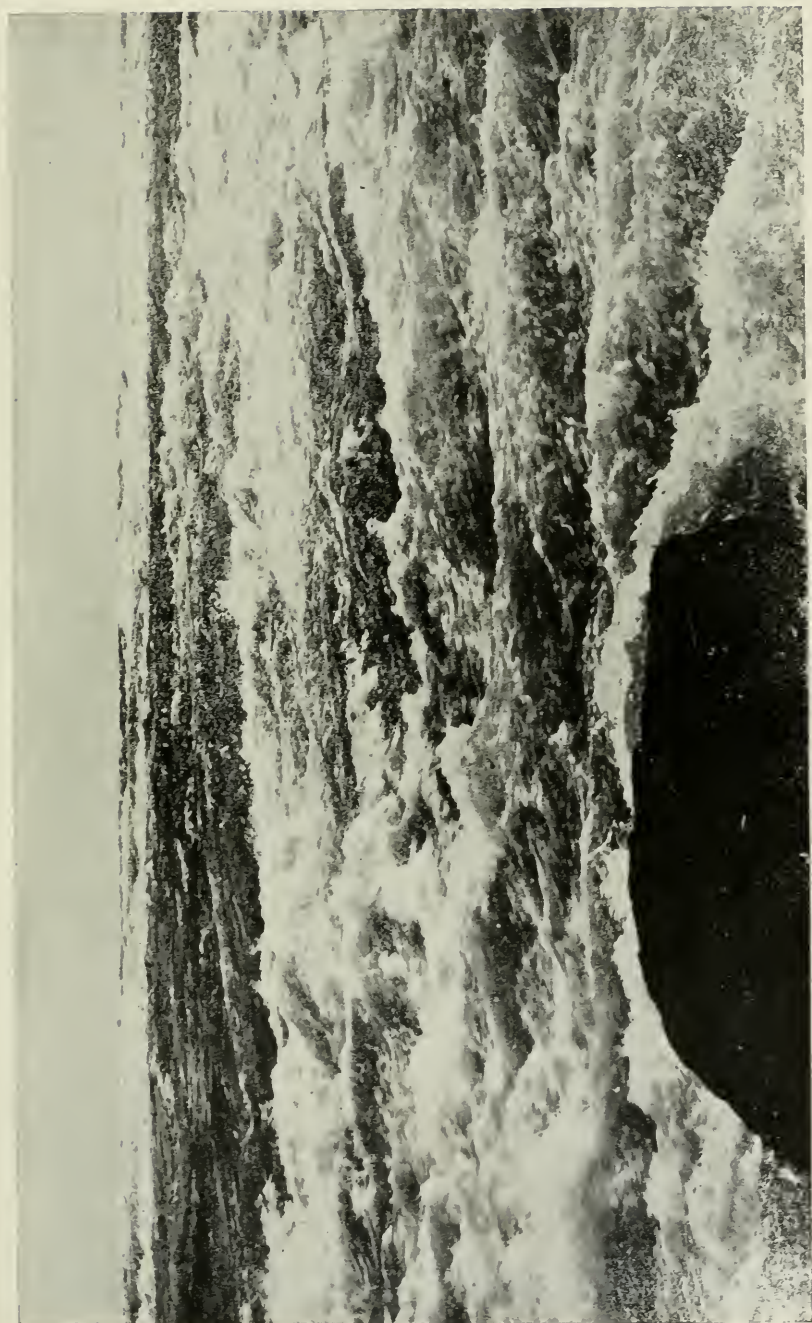
## ITS SCENERY.

"To him who in the love of Nature holds  
Communion with her visible forms, she speaks  
A various language."

The scenery of Goat Island is of a two-fold nature; that *on* the island and that *from* the Island. The scenery from the Island is the scenery of Niagara Falls, and I know of no reasonable way of describing that scenery, other than to quote the expressed thoughts of the master minds who have recorded their impressions of the great cataract. But to thus quote sufficiently, to even partially treat of the subject, would be to fill an entire volume. And so confining myself strictly to my subject, I feel constrained thus to leave out any material description of the scenery, *from* the island.

"The walk about Goat Island at Niagara Falls is probably unsurpassed in the world for wonder and beauty," wrote Charles Dudley Warner, and the judgment of the world agrees with him. And possibly, especially to that large number of persons who prefer the scenery of the rapids to that of the falls themselves,





"THE FOAMING WATERS OF THE RAPIDS CONSTITUTE THE SKY LINE."



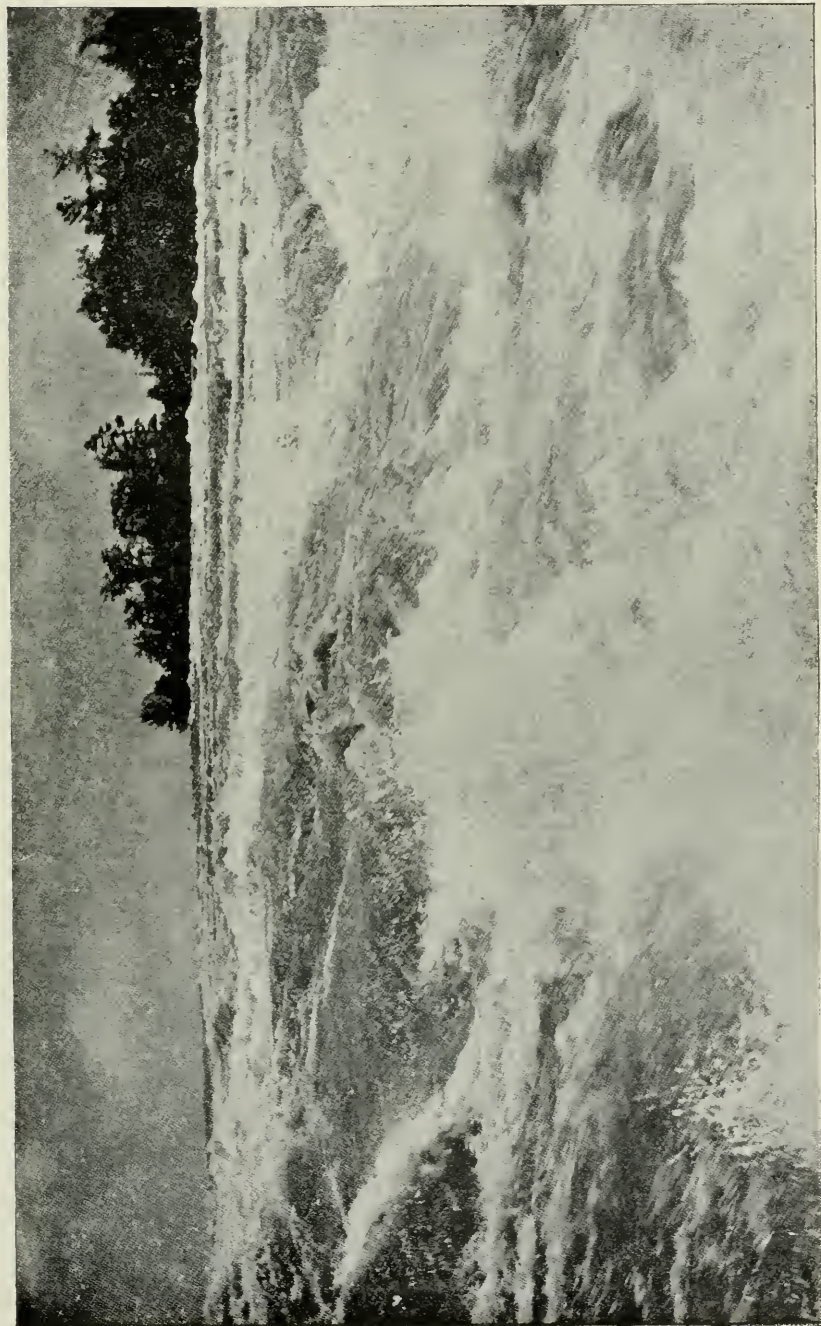


there is no more wondrous view about Niagara than that from the Terrepin Rocks, where the visitor, looking up the Canadian channel, sees before him naught but the upper line of the rapids meeting the sky.

It is of this view that the Duke of Argyle wrote, "The river Niagara above the falls, runs in a channel very broad, and very little depressed below the level of the country. But there is a deep declivity in the bed of the stream for a considerable distance above the precipice, and this constitutes what are called the rapids. The consequence is that when we stand at any point near the edge of the falls, and look up the course of the stream, the foaming waters of the rapids constitute the sky line. No indication of land is visible; nothing to express the fact that we are looking at a river. The crests of the breakers, the leaping and the rushing of the waters are still seen against the clouds, as they are seen on the ocean when the ship from which we look is in the trough of the sea. It is impossible to resist the effect on the imagination. It is as if the fountains of the great deep were being broken up, and that a new deluge were coming on the world. The impression is rather increased than diminished by the perspective of the low wooded banks on either shore, running down to a vanishing point, and seeming to be lost in the advancing waters. An apparently shoreless sea, tumbling towards one is a very grand and a very awful sight. Forgetting, then, what one knows, and giving oneself to what one only sees, I do not know that there is anything in nature more majestic than the view of the rapids above the Falls of Niagara."

To many others the view of the rapids, as one stands on and looks up stream from the bridge leading to Green Island, is the

most beautiful at Niagara. Let me quote Margaret Fuller's description of these views: "At last, slowly and thoughtfully I walked down to the bridge leading to Goat Island, and when I stood upon this frail support, and saw a quarter of a mile of tumbling, rushing rapids, and heard their everlasting roar, my emotions overpowered me, a choking sensation rose to my throat, a thrill rushed through my veins, 'my blood ran rippling to my fingers' ends.' This was the climax of the effect which the falls produced upon me—neither the American nor the British fall moved me as did these rapids. For the magnificence, the sublimity of the latter I was prepared by descriptions and by paintings. When I arrived in sight of them I merely felt, 'Ah, yes, here is the fall, just as I have seen it in picture.' When I arrived at the Terrapin bridge, I expected to be overwhelmed, to retire trembling from this giddy eminence, and gaze with unlimited wonder and awe upon the immense mass rolling on and on, but, somehow or other, I thought only of comparing the effect on my mind with what I had read and heard. I looked for a short time, and then with almost a feeling of disappointment, turned to go to the other points of view to see if I was not mistaken in not feeling any surpassing emotion at this sight. But from the foot of Biddle's stairs, and the middle of the river, and from below the table rock, it was still 'barren, barren all.' And, provoked with my stupidity in feeling most moved in the wrong place, I turned away to the hotel, determined to set off for Buffalo that afternoon. But the stage did not go, and, after nightfall, as there was a splendid moon, I went down to the bridge and leaned over the parapet, where the boiling rapids came down in their might. It was grand, and it was also gorgeous, the yellow rays of the moon made the broken waves



AMERICAN RAPIDS ABOVE GOAT ISLAND BRIDGE.



appear like auburn tresses twining around the black rocks. But they did not inspire me as before. I felt a foreboding of a mightier emotion rise up and swallow all others, and I passed on to the Terrapin bridge. Everything was changed, the misty apparition had taken off its many-colored crown which it had worn all day, and a bow of silvery white spanned its summit. The moonlight gave a poetical indefiniteness to the distant parts of the waters, and while the rapids were glancing in her beams, the river below the falls was black as night, save where the reflection of the sky gave it the appearance of a shield of blued steel. No gaping tourists loitered, eyeing with their glasses, or sketching on cards the hoary locks of the ancient river god. All tended to harmonize with the natural grandeur of the scene. I gazed long. I saw how here mutability and unchangeableness were united. I surveyed the conspiring waters rushing against the rocky ledge to overthrow it at one mad plunge, till, like toppling ambition, o'erleaping themselves, they fall on t'other side, expanding into foam ere they reach the deep channel where they creep submissively away. Then rose in my breast a genuine admiration, and a humble adoration of the being who was the architect of this and of all. Happy were the first discoverers of Niagara, those who could come unawares upon this view and upon that, whose feelings were entirely their own."

The scenery on the Island is its forest scenery, and by reason of its numerous flora and their abundance is, wonderfully attractive at all seasons; in the spring, when the natural forest blooms in its vernal foliage, and when the profusion of wild flowers carpet the ground; in the summer, when amidst the shaded walks and retreats on the little islands, fanned by the ever-stirring breezes created by the rapids, one wanders entranced;



in the fall, when the gorgeous coloring of the leaves, changed by the frost into all the colors of the rainbow, delight and dazzle the eye; in winter, when the glorious ice scenery covers every tree and twig, and Nature

"Wasteful decks the branches bare,  
With icy diamonds rich and rare."

"Not one in 500, we are persuaded, knows anything about the apocalypse which is vouchsafed to him who in these glorious winter nights seeks the isle, not of Patmos, but of the Goat," wrote David Gray, and were one to have his choice of seeing Niagara but once, it would be hard to decide whether it should be in winter or summer, but probably in winter.

The scenery of Goat Island by moonlight, at any season, once seen is never to be forgotten. One might paraphrase and say

"If you would see this Isle aright,  
Go visit it by pale moonlight."

It were useless to attempt a description of it. From the Terrapin Rocks and from Luna Island, the Lunar Bow is to be seen best in its glorious indistinctness, and it is to these points

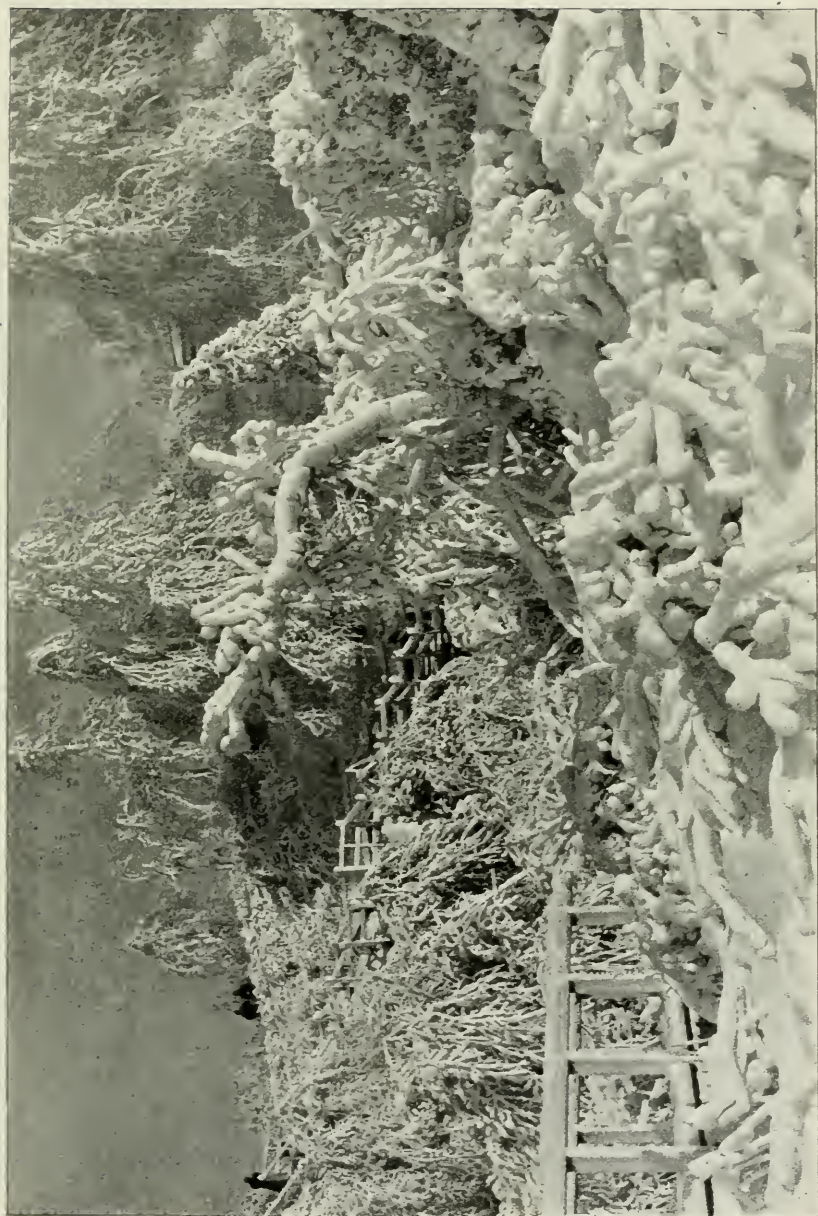
"That many a Lunar belle goes forth,  
To meet a Lunar beau."

And from the Terrapin Rocks and Luna Island each morning, when the sun is not obscured, one gazes entranced into the rising clouds of spray, from which the bow of promise, like

"An arch of glory springs,  
Sparkling as the chain of rings,  
Round the neck of virgins hung,"

And when, on a bright afternoon, one stands among the rocks at the base of and in front of the Luna Island Fall, he is the centre of a complete rainbow circle.





ICE SCENERY ON GOAT ISLAND, FROM TERRAPIN ROCKS.



Byron's description of Velino may properly be applied to Niagara:

"A matchless Cataract  
Horribly beautiful! but on the verge,  
From side to side, beneath the glittering morn  
An Iris sits, amidst the infernal surge  
Like hope upon a deathbed, and unworn  
Its steady dyes, while all around is torn  
By the distracted waters, bears serene  
Its brilliant hues, with all their beams unshorn  
Resembling, midst the torture of the scene  
Love watching madness with unalterable mien."

Another likens the Island to "Love in the clasp of madness," while Tom Moore, who gazed at it from across the gorge in 1804, makes the Spirit say:

"There amidst the island's sedge  
Just above the Cataract's edge  
Where the foot of living man  
Never trod since time began,"

which was poetic, but not founded on fact.

And still another wrote of

"The Isle that linked in wild Niagara's firm embrace,  
Still wears the smile of summer on its face."

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## ITS OWNERS.

The ownership of the islands may be summarized as follows:

The Aborigines .....	—1600
The Neuters .....	1600-1651
The Senecas .....	1651-1764
Sir William Johnson.....	1764
The English Crown.....	1764-1783
State of New York.....	1783-1816
The Porters .....	1816-1885
State of New York.....	1885-1900

## ITS LITERATURE.

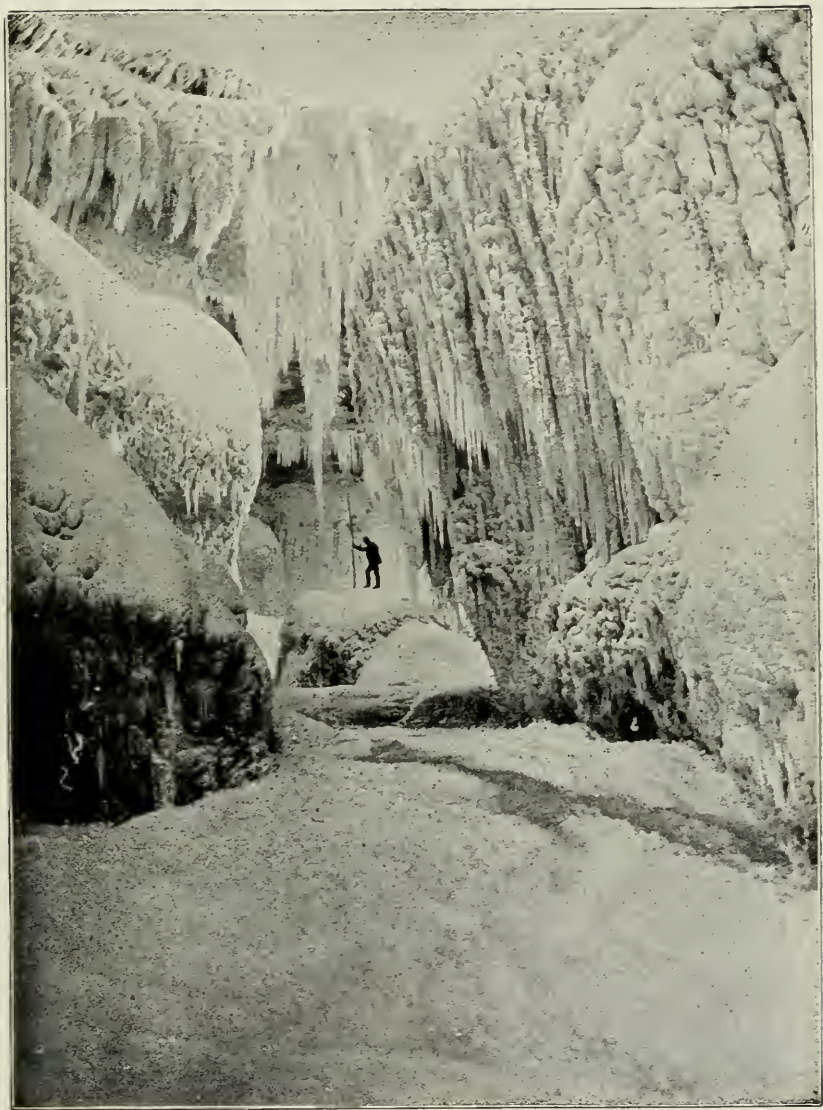
Much has been written about Niagara by thousands. Its description has been attempted by many who are well known in the literature of the world; and by many more who are unknown. The shortest, perhaps the most eloquent, probably the most suggestive, certainly the most non-descriptive description of Niagara ever penned was that by Fanny Kemble, whose journal tells of her approach to the brink of the abyss and closes with the words,

" I saw Niagara,  
O God! who can describe that sight."

But while much has thus been written, a great deal of prose that is worth reading and a very little poetry that is worth remembering, it is of Niagara as a whole, as a unit, in its generality, in its comprehensiveness; treating the water, the Falls, the rapids, the gorge, the sky line of the river as seen from the brink of the Horseshoe, the spray, the rainbow, and the islands are component parts of one absorbing whole, that almost all writers treated it.

Some of them specially mention Goat Island; others, and they are in the vast majority, refer to it only as an incident. Neither Goat Island nor even Niagara Falls have ever elicited a strong poem from any poet of the first rank.

Some men, like Doré, have pictured Niagara without ever having seen it; some men, like Brainard, have written poetic effusions about it without ever having gazed upon it; but no important description of Niagara has ever been penned by one who has never gazed upon it and who has not known the sensation occasioned by the first view thereof; and certainly no one has ever written anything about Goat Island who has not visited it, studied it in all its varied aspects, and been held enthralled by its spell.



ICE SCENERY. CAVE OF THE WINDS. WINTER 1896.





## ITS VISITORS.

Perhaps no one spot in the world has been visited during the last four score years by so many people, of both sexes, of so many varied occupations and of so many nationalities, as Goat Island.

Lovers of nature and of its unique and glorious scenery, travellers and tourists, scientists and artists, writers of prose and of poetry, divines and lawyers are numbered among its admirers and students.

Potentates and princes, rulers and statesmen, warriors and diplomats, adventurers and mountebanks and the leaders in every branch of science, knowledge and art have trod its paths.

And from its associations many of these have drawn inspirations that led them to higher and nobler aims. But in antithesis, from its edges men and women have leaped to self-destruction, while others have profaned its sanctity by availing themselves of the chances afforded by its solitude for murder.

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## ITS PROPOSED USES.

Many are the uses to which the ingenuity of man has, during the past 90 years, desired to turn the Island.

It was desired originally for a sheep pen.

The State Legislature designed to use it for a State prison or a State arsenal.

Lafayette as well as many others would have liked to have it for a residence park.

P. T. Barnum wanted to buy it for a circus ground.



Cornelius Vanderbilt, Sr., tried to buy it for use as a pleasure ground in connection with his railroads.

Jim Fiske wanted it for use as a picnic ground and as a terminal of the Erie railroad.

And among the many propositions which were made to its owners for its use were, as the site of a mammoth hotel, as a race track, as a botanical garden, as a rifle range, and as a site for a collection of manufacturies to be located along the shores of the Island and the power to be furnished by running tall piers out into the river and thus collecting the waters; and again by cutting a canal through the center of the Island from east to west and locating the factories along its banks.

DeWitt Clinton in 1810, noted its value for hydraulic works, and that use was suggested oftener than any other until the establishment of the State Reservation in 1885. And ever since then, plans have been urged with this object in view; some men seeming to be unable to realize (when they think they see a dollar for themselves) that the State's purchase was for the sole purpose of forever retaining the natural scenery, which private owners had happily preserved.

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## ADDENDA.

To give, even partially, reproductions of the best views *from* the Island would be to add so many illustrations of the scenery at Niagara, as to too greatly enlarge the bulk of this article. Hence, practically no views of the many sided modern scenery as seen from Goat Island have been reproduced.

In 1889 a hurricane blew down many trees on Goat Island, among them the Botanic "Monarch of the Isle," a cross section



THE BOTANIC MONARCH OF THE ISLE.



of whose trunk may be seen at the Niagara Falls Public Library. On it is inscribed: "I grew on Goat Island, and for over 400 years, stood sentinel over its Indian graves. I was a sturdy sapling when Columbus landed at San Salvador. I was 150 years old when the first white man gazed upon Niagara. I saw and knew this first white man, but cannot reveal his name. I was over 200 years old when La Salle and Hennepin visited Niagara. I was blown down in 1889, the oldest and largest tree within the sound of Niagara's roar."

On Luna Island is an embedded rock, whose top projects above the surface, and on this many years ago a cunning hand carved the words, still decipherable,

"All is change  
Eternal progress  
No death."

Who carved them no one knows, and where he lies entombed is a mystery; but here, in full view of thousands of annual visitors, stands his epitaph, and the ceaseless roar of Niagara sings his everlasting requiem.

In regard to all of Nature's handiwork, there are always men who think that certain parts of it would have been more effectively and better done if they could only have been consulted about it, and the case of Goat Island is no exception.

Perhaps one of the least objectionably worded of such criticisms on Goat Island, which is conceded to be one of the loveliest and grandest spots on earth, was written less than 40 years ago, in these words:

"It would be considered rather presumptuous in any one to think of improving upon Niagara, but I cannot help thinking that the effect would be increased immensely if the island which divides the cataract into the Horse Shoe and the American Falls

and the rock which juts up in the latter and subdivides it unequally, were moved or did not exist; then the river, in one grand front of over 1,000 yards, would make the leap en masse."

Fortunately the idea is now impracticable, and Goat Island exists because such is the will of the Creator.

Goat Island and Niagara, for they are synonymous terms, once seen can never be forgotten, nor will the influences derived from a leisurely visit to them ever be entirely lost.

Their impression on an appreciative mind was beautifully expressed many years ago, in the following poetic prose:

"Niagara, when once we become acquainted with it, is capable of exercising a strange power of fascination over the mind; and the imaginative individual should not be surprised, if he find mere water, earth and air, changing in its conceptions, into a creature of life. No wonder that the savages adored it, and peopled it with invisible beings, and imagined it the abode of the Great Spirit. With me it will always remain a vision of beauty, closely associated with that glory, with which, in my notion, I shadow and imagine the Supreme. I loved it as a fellow; I left it with regret. Its form still lingers before my eyes, its rushing voices still hymn in my ears. And often still, sleeping or waking am I, in heart, among the cedars of Iris Island."





**THE PEOPLE** of the State of New York, by the grace of God Free and Independent: To all to whom these Letters shall come,

Greeting: Know Ye, That

WE have given, granted and confirmed, and by these Presents DO give, grant and confirm, unto Augustus Peter his  
by the name of Goat Island Situate and lying in the Rapids of the Niagara River in the County of Niagara immediately above and  
among the great falls the Northwestly side of which Island terminates with the perpendicular rock or precipice forming the  
said falls together with several small Islands or masses of rocks therein wanting and adjacent to the said principal Island but  
separated from the same by small shoals water containing a small island according to a plan and survey of the same made by Park  
hurst Whitney on the 10<sup>th</sup> day of October 1813 and now in file in the Surveyors Office about sixty two acres

Together with all and singular the rights, hereditaments and appurtenances to the same belonging or in any way appertaining, excepting and reserving to ourselves, all Gold and Silver  
ores & Mines: To have and to hold the above described and granted premises, unto the said Augustus Peter his  
heirs and assigns, as a good and lawful estate of inheritance for ever; upon condition, nevertheless, That our said grantee, his  
heirs or assigns, shall pay and satisfy all taxes that may here be imposed on the above granted premises.

In Testimony whereof, We have caused these our Letters to be made Patent, and the Great Seal of our said State to be hereunto affixed: Witness our  
trusty and well beloved Daniel D Tompkins Governor of our said State General and Commander in Chief of all the Mil-  
liten, and Admiral of the Navy of the same, at our City of Albany, the thirteenth day of November, in the year of our Lord one thousand  
eight hundred and Twelfth and in the forty-first year of our Independence

Passed the Secretary's Office the 19<sup>th</sup> day of November 1816

Rich<sup>d</sup> Campbell Secy

I have examined the preceding Letters Patent, and do Certify, that the same are conformable  
to the Order and Proceedings of the Commissioners of the Land Office, and in due form of law.

Wm B. Allen  
Clerk







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